Thank you for choosing to fly an Ozone Roadster 2. As a team of flying enthusiasts and adventurers, Ozone’s mission is to build sweet handling, agile paragliders which produce ‘cutting edge’ performance, whilst still keeping you safe in rough air.

All our research and development is concentrated on creating the best handling characteristics possible with optimum security. Confidence and belief in your paraglider is a far greater asset than any small gains in performance - ask any of the Ozone pilots on your local sites, or those who have taken our gliders on ground-breaking adventures and stood on podiums around the world.

Our development team is based in the south of France. This area, which includes the sites of Gourdon, Monaco and Lachens, guarantees us more than 300 flyable days per year. This is a great asset in the development of the Ozone range.

As pilots we fully understand just how big an investment a new paraglider is. We know that quality and value for money are essential considerations when choosing your new paraglider; so to keep costs low and quality high we now build all our wings in our own production plant. This way we can guarantee that all our paragliders meet the same high standards that we expect ourselves.

This manual will help you get the most out of your Roadster 2. It details information about the Roadster 2’s design, tips and advice on how best to use it and how to care for it to ensure it has a long life and retains a high resale value.

If you need any further information about Ozone, the Roadster 2, or any of our products please check www.flyozone.com or contact your local dealer, school or any of us here at Ozone.

It is essential that you read this manual before flying your Roadster 2 for the first time.

Please ensure that this manual is passed on to the new owner if you ever resell this paraglider.

Ozone’s web site, www.flyozone.com carries up-to-date information, including any safety issues or issues specific to your Roadster 2. Please check it regularly.

Safe Flying

All the team @ Ozone
WARNING
Paragliding/Paramotoring is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and death. If you use the equipment in a manner other than that for which it was designed or intending to improve its performance, the manufacturer, distributor or dealers is excluded. Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers is excluded.

- As the owner of an Ozone paraglider you take exclusive responsibility for all risks associated with its use, inappropriate use and or abuse of your equipment will increase these risks.
- Ozone paragliders are only suitable for qualified pilots or those under in the hands of a properly trained and licensed instructor. This includes newly qualified pilots who have less than 250 hours of flight time. If you feel you need more practice or instruction before you are able to fly with someone who is less experienced, this is the responsibility of the pilot in charge.
- Use only certified paragliders, harnesses with protector and reserve parachute. You can only be assured you are using a genuine Ozone paraglider if you purchase it from a known, reputable dealer. Ensure paragliding associations and reserve parachute associations recognize any insurance (e.g. liability, life etc) you have.
- All pilots should have the appropriate level of license for their respective country and the conditions or level of experience they are flying. Under no circumstances should you fly with unsuitable or damaged equipment. Never attempt flying with unsuitable or damaged equipment.
- Always wear a helmet, ear defenders, gloves and boots.
- When you launch or land be sure to take off your helmet and top, as you can be exposed to very high glider temperatures.
- Always make sure your engine is pre flight checked and warmed up ready for flight. (See manufacturer’s recommendations).
- Pay special attention to the terrain you will be flying and the weather conditions before you launch. If you are unsure do not fly, and always add a large safety margin to all your decisions.
- Choose the correct wing, harness and conditions for your level of experience. Choose the correct wing, harness and conditions for your level of experience.
- Always be prepared for sudden changes in windspeed and direction.
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- Remember, PLEASURE is the reason for our sport.
- Always be aware of your surroundings and the people around you.
- Avoid flying your glider in rain, snow, strong wind, and turbulent weather conditions, even if you are trained. All weather conditions must be respected and you should take note of them. Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers is excluded.
- Be prepared to practice as much as you can - especially ground handling, as bad ground handling can affect your performance in flight. It is a critical control while on the ground and is one of the most common causes of accidents.
- Be ready to continue your learning by attending advanced courses to follow the evolution of our sport, as techniques and materials keep improving.
- Make sure that you are physically and mentally healthy before flying. Consult the correct medical and psychological conditions for your level of experience.
- If you are flying with unsuitable or damaged equipment, you must ensure that the equipment is repaired or replaced before flying.
- Equipment must be maintained according to the manufacturer’s recommendations.
- Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers is excluded.
- The updated risers feature TST, Trim tabs, adjustable brake pulley and a grey coloured webbing for easy identification. See page 21.

Brake Lines
The brake line lengths have been set carefully during testing. We feel it is better to have slightly long brake lines and to fly with a wrap (one turn of line around the handle). However, if you do choose to adjust them, please bear in mind the following:

- Ensure both main brake lines are of equal length.
- If a brake handle has been removed, check that its line is still routed through the pulley when it is replaced.
- When the brake lines are adjusted in front of you, the brake lines should be slack. There must be a substantial “bow” in them to allow for deformation of the trailing edge.

- There must be a minimum of 10cm of free play before the brakes begin to deform the trailing edge. This prevents the trailing edge from being deformed when using the speed system.

Risers
The Roadster 2 is supplied with a trim riser set. The “neutral” or standard position is when the trimmers are pulled all the way down. In this position the wing is certified. The trimmers can be adjusted to the white line for better inflation behaviour during take-off. This is especially useful in light winds and/or at high altitudes. The brake handle is set to the white line (neutral) position. The trim riser set includes:

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- There must be a minimum of 10cm of free play before the brakes begin to deform the trailing edge. This prevents the trailing edge from being deformed when using the speed system.

- IMPORTANT: In the unlikely event of a brake line event (e.g. brake line snapping in flight, or a handle becoming detached, the glider can be controlled by pulling the brake handle in front of you) or the Tip Steering System line for directional control.

- Trimmers
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speed system, release the trimmers, or do both. Using the speed system has exactly the same effect as releasing the trimmers so it is safe and possible to fly with the trimmers in the standard position whilst using the full range of the speed system.

Unlike the majority of reflex PPG wings, to increase cruise speed is not EN certified with the speed bar activated. The accelerator must be slack enough to ensure that the front risers are not pulled down in normal flight, but not so long that it is impossible to use the full range of the speed system.

Once set up, test the full range of the speed system in calm flying conditions: ensure that both risers are pulled evenly during operation. Fine-tuning can be completed when you are back on the ground.

IMPORTANT: Using the accelerator decreases the angle of attack and can make the gliders recovery out of a collapse more aggressive, therefore using the accelerator near the ground or in turbulence should be avoided.

IMPORTANT: When fully accelerated directional control should be difficult, try to fly the wing using the speed system. Do not use the brakes.

IMPORTANT: Using the speed system has exactly the same effect as releasing the trimmers so it is safe and possible to fly the wing in a pronounced arc, with the centre of the wing higher than the very tip of the wing giving you high levels of precision and comfort for high speed cruising or low level stick kicking.

At low level, brakes should always be kept in the hand in case of collapse, engine failure or impromptu landings.

Adjustable Brake Pulley Position
The brake line pulley position can be adjusted according to pilot preference to suite the power unit’s hang points height. There are 2 settings: Upper and Lower. The upper setting (as set by the factory) is for low hang point motors whilst the lower setting is for units with higher hang points.

If you use the lower pulley, you must lengthen the brake lines accordingly. Moving to the lower pulleys requires the addition of 15cm to the overall brake line length (measured from the mark on the brake line).

To change the pulley position, remove the brake line from the pulley by taking off the brake handle. Re-route the brake line through the other pulley before attaching the brake handle at the new adjusted position.

IMPORTANT: If you change the brake pulley position, you MUST re lengthen the brake lines accordingly.

IMPORANT: In the unlikely event of a brake line snapping in flight, or a handle becoming detached, the glider can be flown by gently pulling the risers (D-risers) or the tip steering system for directional control.

TOTAL WEIGHT IN FLIGHT

Each Roadster 2 has been certified for a defined weight range. We strongly recommend that you respect these weight ranges and fly the glider within these limits.

If you cut many hours of flight both powered and un-powered with the same wing, it will be in your harness that you will enjoy flying. Therefore, we strongly recommend you spend the time on the ground to adjust your harness’ different settings. Hang from a solid beam and double check that you are comfortable and that you can reach the brake handles, tip steering handles and that you can achieve the full range of speed bar travel before flying.

The Roadster 2 is suitable for all types of motor. There are many different motor units available and it is vitally important that you choose one that is suitable for your needs, weight and skill level.

Always seek assistance and advice from your instructor or experienced pilots before choosing equipment for yourself.

Tip Steering System TST
The TST is for precise handling at low hang points whilst using the full range of the speed system. However it is not EN certified with the speed bar activated.

NOTE: The white line on the trimmer is the recommended position for Take off. With the trimmers released and/or with the speed system in the fully slow (neutral) position it is safe and possible to fly to the factory’s in-flight position while sitting in your harness.

IMPORTANT: Ozone recommends that whilst flying the glider system for directional control.

The Tip steering system is for precise handling at low hang point motors whilst the lower setting is for units with higher hang points.

IMPORTANT: If you change the brake pulley position, you MUST re lengthen the brake lines accordingly.

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Total weight in flight

Each Roadster 2 has been certified for a defined weight range. We strongly recommend that you respect these weight ranges and fly the glider within these limits. That way you can get many hours of flight both powered and un-powered with the same wing.

Preparation

Lay out the Roadster 2 downwind of your motor on its top surface in a pronounced arc, with the centre of the wing higher than the tips. Lay out the lines one side at a time. Hold up the risers and start with the brake lines, pull all lines clear. Repeat with the D, C, B and A lines, laying the checked lines on top of the previous set, and making sure no lines are tangled, knotted or snagged. Mirror the process on the other side.

IMPORTANT: Always lay out your glider downwind of the motor, never leave the motor downwind of the wing or connected to the motor if unattended.

Harness and Motor
Forward Launch - Nil to Light winds
When the wind is favourable, move forward progressively: your lines should become tight within one or two steps. The Roadster 2 will immediately want to turn, so you must maintain a constant pressure on the risers until the wing is overhead. Do not pull down or push the risers forward excessively, or the leading edge will deform and possibly collapse making taking-off more difficult and potentially dangerous. Move smoothly throughout the entire launch, there is no need to rush or snatch at it. When the wind is nil to light, the Roadster 2 will stay clearly above your feet. Do not initiate turns until you have sufficient height and airspeed. Avoid low turns downwind with insufficient airspeed. The Roadster 2 is well damped in roll but under certain circumstances, the pilot can induce oscillations. This is caused by a combination of the engine/propeller torque and pilot input, either with/ or without the trimmers. To stop oscillations it is best to reduce the power slightly and ensure that you remain static with weightshift and brake inputs. Once settled you can once again apply full power.

The Climb Out
Once in the air you should continue flying into wind gaining height. By setting the trimmers to the standard (certified) position you will achieve the same speed as the climb rate. Do not attempt to climb too steeply or too quickly by using the brakes. The wing already has a high degree of efficiency (and also the engine can provide all the power you need) so that the engine's full thrust acting on the pilot, this could contribute to make the glider more prone to stall. Furthermore, in turbulence you should try to fly a smooth path through wind gusts, to avoid any rapid bank or pitch oscillations. When the wind is favourable, move forward positively: your lines will stay clear of the ground and it will be less likely to over-fly you. Once stable and above your head apply progressive power and accelerate smoothly for a controlled take off.

IMPORTANT: Never attempt to take off with a glider that is not properly inflated. If you are not fully in control of the pitch/roll of the wing.
Pre-flight ground handling and launching as much as possible! It’s great fun, and will give you a much better feel for your Roadster 2 flight characteristics. It will also improve your overall enjoyment of flying by making your launches easier and safer.

Normal Flight
Once at a safe height you can release the trimmers for a faster cruise speed. If your motor has enough power, the Roadster 2 will achieve very good straight line performance even when maintaining level flight with trimmed released and full speed bar applied.

For better penetration in headwinds and improved glide performance, power up and fly in a smooth curve. With headwinds, you should fly faster than trim speed by using the accelerator system, or the trimmers. For maximum efficiency whilst flying downwind, release the speed bar and return the trimmers to the standard (certified) position.

Turning
To make efficient coordinated turns with the Roadster 2 first look in the direction you want to go and check that the airspace is clear. Your first input for directional change should be weight-shift, followed by the smooth application of the brake. The wing already has sufficient power to fly full speed with the trimmers in the standard position. For maximum efficiency whilst flying downwind, release the speed bar and return the trimmers to the standard (certified) position.

The handling characteristic of the Roadster 2 is truly amazing. We have worked hard on tuning the wing so that it turns tightly but also efficiently, as the ability to climb in a turn is very important for forward flying and gliding. As the wing inflates, you will achieve the best climb rate. Do not attempt to climb too steeply or too quickly by using the brakes. The wing already has a high degree of efficiency (and also the engine can provide all the power you need) so that the engine's full thrust acting on the pilot, this could contribute to make the glider more prone to stall. Furthermore, in turbulence you should try to fly a smooth path through wind gusts, to avoid any rapid bank or pitch oscillations. When the wind is favourable, move forward positively: your lines will stay clear of the ground and it will be less likely to over-fly you. Once stable and above your head apply progressive power and accelerate smoothly for a controlled take off.

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In mild turbulence it may be too difficult to fly the wing actively and let the profile absorb the turbulence itself, indeed small applications of the brakes can reduce the inherent stability of the profile. However, when flying a profile that is easier to return to the trimmers to the standard position and fly the glider actively. This way, you will be in the best position to react correctly should an incident occur.

The key elements of effective active flying are pitch control and pressure control.

In very turbulent air, if the glider pitches hard in front of you, use the brakes to slow it down and stop the undesirable movement of the wing. In very strong turbulence Ozone recommends releasing the brakes to allow it to speed up.

In severe turbulence, flying with a small amount of brake applied (approx. 20cm) will give you tension in the brakes and feedback from the wing. This helps to maintain the internal pressure of the wing and can help you feel this through the brakes. The aim is to maintain a constant pressure through the brakes. If you feel a loss in pressure apply the brakes until normal pressure is resumed then raise hands back to original position (this must be done very quickly).

Avoid flying with continuous amounts of brake applied as it is small but necessary. We recommend you do not apply more than 10cm of brake at any one time. To help re-inflation, brake gently one side at a time until tips and leading edge have returned to the original position.

**IMPORTANT:** The pitching movement on exiting the B-stall should be carefully executed. This can lead to an unsafe condition. Do not try to pull the Big Ears in with the speed bar on all lines. This stalls the Roadster 2 in a small but necessary. When the speed bar is released the Big Ears will drop and the forward speed is already low so you are flaring only to soften the landing. A strong flare may result in the glider climbing forward and progressively to slow the glider down until the glider stalls on the ground.

In light winds you need a strong, long and progressive flare to catch the wind and allow the glider to glide in like a normal paraglider. Once below 30m avoid turning tightly as the glider will have to dive to accelerate back to normal flight.

In very strong winds you can use the brakes to slow the glider down and stop the undesirable movement of the wing. In very turbulent conditions the internal pressure of the wing can disappear and you are able to step on the ground.

**IMPORTANT:** You can land with the ears (you should release the brakes to allow it to speed up). The Roadster 2 shows no unusual landing characteristics. We recommend the trimmers be returned to the normal slow position for landings. You can land un-powered or powered, here are some recommendations:

- **Powered landings** offer the chance to power up and continue flying. This is useful for staying out of cloud or descending quickly. To pull big ears on the Roadster 2 take hold of the outmost A-line (Baby A) and progressively to slow the glider down until the glider stalls on the ground.

**ADVANCED FLIGHT TECHNIQUES**

**Landing**

The Roadster 2 shows no unusual landing characteristics. We recommend the trimmers be returned to the normal slow position for landings. You can land un-powered or powered, here are some tips:

- Always set up your landing early, give yourself plenty of op- tions and a safe margin for error and make sure you are head- ing into wind.
- Once below 30cm avoid turning tightly as the glider will have to dive to accelerate back to normal flight.
- Allow the glider to fly with speed for your final descent until you are around 1m above the ground. Apply the brakes slowly and progressively to slow the glider down until the glider stalls on the ground.
- If the glider loses its forward speed but remains open and you will descend at around 6 m/s. If you pull too much B-line the glider will come down at around 30m and glide in like a normal paraglider.
- Powerled landings offer the chance to power up and control the landing. A strong flare may result in the glider climbing forward and progressively to slow the glider down until the glider stalls on the ground.

**Big Ears**

**B-stall**

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Do not use the brakes other than for re-inflation, for directional control while using the Big Ears, you should use weight shift steer-

To re-inflate your big ears, release both baby A’s at the same time. To help re-inflation, brake gently one side at a time until tips regain pressure. Avoid deep symmetric applications of the brake as this will cause the wing to collapse and the risk of A-line breakage.

**B-line Stall**

**Big Ears and accelerator**

Once the big ears are in you can further increase the sink rate by pushing on the accelerator bar.

**NEVER try to pull the Big Ears in with the speed bar on al-

This can lead to a major asymmetric deflation.

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Spiral Dives

If you turn your Roadster 2 in a series of tightening 360°s it will enter a spiral dive. This will result in rapid height loss. To initiate a spiral, look and then slowly move the inside brake. If you are smooth and roll down on the inside brake. The Roadster 2 will first turn almost 360 degrees before it drops into the spiral. Once in the spiral you must apply a little outside brake to keep the outer wing tip pressurized and inflated.

Safe descent rates of 8m/s (1500 ft/min approx.) are possible in a spiral dive, but at these rates the associated high speeds and G-forces can be disorienting, so pay particular attention to your altitude.

To exit the spiral dive, return your weight shift to a central position and then slowly move the outside brake. You might take the glider close to, or beyond, the stall point. If you are unable to stop the glider turning without exceeding the stall point, you should fly away from the ground or obstacles and other pilots. Asymmetrical collapses should be controlled by weight shifting away from the collapse and applying enough brake to control your wing. This action alone will be enough for a full recovery of the wing most of the time.

Once a glider is deflated it is effectively a smaller wing, so the wing loading and stall speed are higher. This means the glider will spin with less brake input than normal. In your efforts to stop the glider turning towards the collapsed side of the wing you must be very careful not to stall the side of the wing that is still flying.

If the tip of your wing gets stuck in the lines, this is called a ‘cravat’. This can make your glider go into a spiral, which is difficult to control. The first solution is to stabilize the glider into normal flight, i.e get control of your direction and then release the brake and the glider will swing tip first. If the glider is swinging in the other direction, you might take this style of flying.

Deep Stall / Parachutal Stall

It is possible for gliders to enter a state of parachutal stall. This can happen if you are flying a wing of too high a level or in conditions too strong for your ability, are the main causes of cravats.

Deep Stall / Parachutal Stall

It is unlikely to happen on any Ozone glider, but should it happen, take this style of flying. During SIV only trim collapses should be performed. Due to the nature of the profile and tab positioning it is unsuitable for producing induced accelerations for this type of flying. As acrobatic manoeuvres are very difficult and incorrectly performed manoeuvres can put abnormal stresses on the glider and lead to loss of pilot control, Ozone strongly recommend you do not undertake this style of flying.

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Cleaning
Any kind of wiping/scratching can damage the coating of the cloth. We recommend for cleaning your Roadster 2, you use a soft cloth dampened only with water and to use gentle movements little by little across the surface. Never use any detergent or chemical cleaners.

Storage and Transport
Always store all your flying equipment in a dry room, protected from direct heat. Your wing should be dry before being packed away. Moisture, heat and humidity are the worst elements for damaging your glider. Storing a damp glider in your car under the sun would be terrible for example.

If you land in salt water, you must first rinse it thoroughly with clean fresh water. Dry the wing completely, preferably out of the sun, in the wind. Never use a hair dryer, etc.

Take care that no insects get packed away with the wing. They may eat the cloth and make holes in a bid to escape. They can also leave acidic deposits if they die and decompose.

Transport the wing in the supplied bags and keep away from oils, paints, chemicals, detergents etc.

If you need to dispose the wing, do so in an environmentally responsible manner. Do not dispose of it with the normal household waste. IMPORTANT: Never pack away or store your glider wet.

Wing Repairs
Amateur repairs can do more harm than good. Always let a registered dealer or the manufacturer carry out major glider repairs.

If you damage the sail:
If the rip is small, you can fix it yourself. You’ll find all the materials in the repair kit you need. The fabric can be simply mended with the sticky rip stop / spinmaker tape.

Ozone strongly recommends to use the concertina packing method exactly as shown so that all of the cells rest alongside each other and the plastic reinforcements are not unnecessarily bent. Using the Ozone Saucisse pack will help preserve the life of the wing and aid with the speed and ease of packing.

To prolong the life of your wing and to keep the plastic reinforcements in the best possible condition it is very important to pack the wing carefully.

CARE FOR YOUR ROADSTER 2
Packing
Step 1. Lay mushroomed wing on the ground. It is best to start from the mushroomed position as this reduces the dragging of the leading edge across the ground.
Step 2. Group LE reinforcements with the A tabs aligned, make sure the plastic reinforcements lay side by side.
Step 3. Lay wing on its side and Strap LE...Note the glider is NOT folded in half, it is folded with a complete concertina from tip to tip. It is really important to not stress the middle cell or bend the plastic too tightly.
Step 4. Group together the centre of the wing.
Step 5. Carefully zip up the saucisse pack without trapping any material or lines.
Step 6. Make the first fold after the LE reinforcements. Do not fold the plastic reinforcements, use 3 folds around the LE.

Important: Do NOT lay the wing flat on the ground before packing the glider, this will cause abrasion damage to the top surface as you pull the glider towards the middle. ALWAYS pack from a mushroom or lift the wing off the ground when gathering the wing and grouping the leading edge.

IMPORTANT: Do NOT lay the wing flat on the ground before packing the glider, this will cause abrasion damage to the top surface as you pull the glider towards the middle. ALWAYS pack from a mushroom or lift the wing off the ground when gathering the wing and grouping the leading edge.

Important: Do not fold the glider in the centre, you will bend the plastics, instead pack the wing with a full concertina method from tip to tip before packing into the stuff sac.

If you land in salt water, you must first rinse it thoroughly with clean fresh water. Dry the wing completely, preferably out of the sun, in the wind. Never use a hair dryer, etc.

Take care that no insects get packed away with the wing. They may eat the cloth and make holes in a bid to escape. They can also leave acidic deposits if they die and decompose.

Transport the wing in the supplied bags and keep away from oils, paints, chemicals, detergents etc.

If you need to dispose the wing, do so in an environmentally responsible manner. Do not dispose of it with the normal household waste. IMPORTANT: Never pack away or store your glider wet.

Wing Repairs
Amateur repairs can do more harm than good. Always let a registered dealer or the manufacturer carry out major glider repairs.

If you damage the sail:
If the rip is small, you can fix it yourself. You’ll find all the materials in the repair kit you need. The fabric can be simply mended with the sticky rip stop / spinmaker tape.
When cutting out the patch remember to allow ample overlap around the tear and round the corners of the patch.

You can find more information about repairing your wing on the Ozone website, including step by step instructions with pictures.

Some things to avoid in order to prolong the life of your aircraft:

- DO NOT slam your Roadster 2 down on the ground leading edge first! This impact puts great strain on the wing and can even damage ailerons. When towing you must be certain that the paraglider is completely inflated before towing.
- DO NOT try to open your wing in strong winds without untangling the lines first - this could cause the wing to be damaged or catch on a fence/street lamp/pole etc.
- DO NOT walk on the wing or lines.
- DO NOT repeatedly inflate the glider and then allow it to crash on the ground. This impact can cause the wing to lose its certification and will also probably be more difficult to fly. For these reasons, DO NOT modify your Roadster 2 in any way.

MAINTENANCE CHECKS

Your Ozone Roadster 2 was designed and trimmed to give the optimum balance of performance, handling and safety. Any modification means the glider loses its certification and will also probably be more difficult to fly. For these reasons, DO NOT modify your Roadster 2 in any way.

Caring Tips

- Your Ozone wing has an opening on the trailing edge of the tip, closed using Velcro, called the ‘butt hole’. This has been designed to easily empty all the things which have been accumulating in your wing (sand, leaves, rocks, mobile phones etc).
- If you fly with a wrap, you should regularly undo the twisting of the main brake lines. By twisting the line they become shorter and you can end up with a constant tension in the main brake lines. Lift it up and carry it.
- If you damage a line:
  - Any line that is damaged should be replaced. It is important that the replacement line is from the same material, has got the same strength and the same length. You can check its length against its markings.
  - If you fly with a wrap, you should regularly undo the twisting of the main brake lines. By twisting the line they become shorter and you can end up with a constant tension in the main brake lines. Lift it up and carry it.
- DO NOT repeatedly inflate the glider and then allow it to crash on the ground. This impact can cause the wing to be damaged or catch on a fence/street lamp/pole etc.

The checker should inform you about the condition of your glider and if some parts will need to be checked or changed before the next normal inspection. This should be done as often as necessary, in the same way or at the same rate; it is possible that you may have to change part or all of the glider.

For this reason it is important to do regular inspections so that you know the exact condition of all of the components of your glider. We recommend that inspections are carried out by a qualified professional.

Do not try to open your wing in strong winds without untangling the lines first - this could cause the wing to be damaged or catch on a fence/street lamp/pole etc.

Finally, a flight test to confirm that the wing behaves normally should be carried out by the professional.

Porousity is measured with a porosity meter, the time taken by a measurement is done in a several metres of the glider from the leading edge. The tearing resistance of the cloth - A non-destructive test follows the tear location (which can lead to problem on launch, etc). The time in seconds is the result. A measurement is done in a several metres of the glider from the leading edge.

FINDING IN THE RAIN

Modern wings are susceptible to rain and moisture, flying with a wet wing can result in the loss of normal flight. Due to the efficient, wrinkle-free design of the sail, water tends to lead on the heading edge causing flow separation. Flow separation will make the wing more prone to entering inadvertent parachutal stalling, so flying in the rain, or with a wet wing (e.g early morning dew) should be avoided at all costs.

If you are accidently caught-out in a rain shower, it is best to land immediately. If your wing becomes wet in the air it is advised to maintain accelerated flight using the speed bar and/or releasing the brake and/or pulling on the cam.

You are alone responsible for your flying kit and your safety. Any modification means the glider loses its certification and will also probably be more difficult to fly. For these reasons, DO NOT modify your Roadster 2 in any way.

TOWING

The Roadster 2 may be tow-launched. It is the pilot’s responsibility to make sure all towing regulations are observed. All tow pilots should be qualified to tow, use proper, certified equipment, and make sure all towing regulations are observed.

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SUMMARY

Safety is paramount in our sport. To be safe, we must be trained, practised and alert to the dangers around us. To achieve this we must fly as regularly as we can, ground handle as much as possible and take a continuous interest in the weather. If you are lacking in any of those areas you will be exposing yourself to more danger than is necessary.

Flying is an immense subject which takes years to learn, so let your experience build slowly, do not put pressure on yourself, you have plenty of time to learn as many people fly well into old age. If conditions are not good now then pack up and go home, there is always tomorrow.

Do not overestimate your abilities, be honest with yourself. As the wise saying goes, ‘it is better to be on the ground wishing you were in the air, than to be in the air wishing you were on the ground’.

Every year many pilots get hurt launching; do not be one of them. Launching is the time that you are most exposed to danger so practice it as much as possible. Ground handling teaches you to be sensitive to your glider and to understand the feedback it sends you. If you’re good you will be able to confidently and safely launch whilst others struggle and you will be less likely to get hurt and more likely to have a great day flying.

Finally, RESPECT the weather, it has more power than you can ever imagine. Understand what conditions are right for your level of flying and stay within that window. Happy, safe flying & enjoy your Roadster 2.

Team Ozone

MATERIALS

All OZONE gliders are made from the highest quality materials available.

- **Cloth**
  - Upper-surface: Dominic Oikado 30D MF
  - Lower-surface: Dominic Oikado 30D MF
  - Internal ribs: Dominic Oikado 30D FM

- **Risers and hardware**
  - Shackles: High quality micro maillons from Maillon Rapide.
  - Riser webbing: 20mm zero stretch polyester webbing.
  - Pulleys: Ronstan ball bearing.

TRIMMER LOCKS

The Roadster 2 is supplied with Trimmer locks. The Trimmer locks are affixed to the top of the trim tab buckle as shown and can be looped through the main hang point karabiner to stop any possibility of the trimmers being released in flight, either accidentally or by pilot action. They can be removed completely in order to achieve the full speed range of the glider.

At Ozone we take the quality of our products very seriously, all our gliders are made to the highest standards in our own manufacturing facility. Every glider manufactured goes through a stringent series of quality control procedures and all the components used to build your glider are traceable. We always welcome customer feedback and are committed to customer service. We will undertake to fix problems not caused by general wear and tear or inappropriate use. If you have a problem with your glider please contact your dealer/distributor who will be able to decide upon the most appropriate action. If you are unable to contact your dealer then you can contact us directly at info@flyozone.com

**Ozone Guarantee**

Ozone guarantees all of its products against manufacturer’s defects or faults. Ozone will repair or replace any defective product free of charge. Ozone and its distributors provide the highest quality service and repair, and damage to products due to wear and tear will be repaired at a reasonable charge.

**Ozone Quality & Service**

The trimmers, even during the final approach. DO NOT use big ears as a descent technique, big ears increase drag, and with a wet wing this will further increase the chances of a parachutal stall occurring. Instead, lose height with gentle 360’s and maintain your air speed at all times. If your wing enters parachutal stall when wet, immediately release the trimmers and accelerate the wing to regain airspeed.