

OZONE

ATAK 2

PILOT MANUAL - EN



CONTENTS

Thank You	01
Warning	02
Your ATAK²	03
Anatomy of the ATAK²	04
Preparation	05
Connection to the wing	08
Features	09
Use and Maintenance	11
Ozone Quality Guarantee	14
Technical Specifications	15

THANK YOU

Thank you for choosing Ozone.

As a team of free flying enthusiasts, competitors and adventurers, Ozone's mission is to build paragliding equipment of the highest quality. We are constantly working together to develop cutting edge designs with class leading performance and maximum security.

Ozone products are meticulously designed and rigorously tested by our team of experienced, discerning, world-class pilots to ensure they meet your expectations and demands. The products we offer you are the ones we fly ourselves, every day.

To ensure the highest levels of quality, we manufacture exclusively in our own production facility. Our unique made-to-order system means that every harness is effectively tailor-made for you and during each stage of the manufacturing process it undergoes numerous rigorous quality control checks to guarantee it meets the highest industry standards.

It is essential that you read this manual before using your harness for the first time. It includes important information regarding it's use and care. For the latest updates, including all technical datas, please refer to the latest online version.

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

Safe Flying!
Team Ozone

WARNING

- Paragliding is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and death. Flying an Ozone harness is undertaken with the full knowledge that paragliding involves such risks
- As the owner of an Ozone harness you take exclusive responsibility for all risks associated with its use. Inappropriate use and or abuse of your equipment will increase these risks
- Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded
- 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 you complete a thorough daily and pre-flight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment
- Always wear a helmet, gloves and suitable footwear
- All pilots should have the appropriate level of license for their respective country and third party insurance.
- Make sure that you are physically and mentally healthy before flying
- Choose the correct wing, harness and conditions for your level of experience
- 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
- NEVER fly in rain, snow, strong wind, turbulent weather conditions or clouds
- Respect the environment and look after your flying sites
- If you need to dispose the harness, do so in an environmentally responsible manner. Do not dispose of it with the normal household waste

YOUR ATAK²

The ATAK² is a purpose-built solo Speedfly & Speedride-focused harness designed to meet the unique needs of our sport. It incorporates multi-season versatility in a lightweight & compact design optimised for precision piloting and comfort. When reversed in the pack mode, it is suitable for long hike-and-fly or ski-touring ascents, and when in the flight mode, the ATAK² becomes a low profile and compact harness for comfortable descents and easy chairlift rides.

The ATAK² harness has finally solved the problem of "groin pain" while kiting in upright positions, and while Speedriding. Its innovative leg-strap geometry assures the harness remains comfortably seated against your thighs, rather than sliding into more tender areas. This same feature offers unparalleled precision when Speedriding, as the harness stays snug to your hips when navigating technical terrain.

The ATAK²'s flexible design fits your body like a glove and is adaptable to a wide-range of pilot body-types. Low hang-points and an innovative seat-geometry offer precise weight-shift inputs, and enable smooth transitions into an ideal flight-posture comfortably at the back of the seat-pocket.

The optional OzAir inflatable back-protection is optimised for both advanced hike-and-fly expeditions as well as high-wind soaring. The OzAir weighs 460grams and is quickly inflated prior to launch and can be attached to the ATAK² providing protection even when navigating technical take-offs. Its slim design also allows the full-sprint required under small wings, setting it apart from airbags of the past - and encouraging its use also by intermediate and advanced pilots.

The ATAK² is suitable for all levels, from new pilots to expert speed riders. Its comfort during upright kiting sessions makes it an ideal choice for pilots investing in ground handling training. In flight, a slim and low-profile optional airbag-protector and an active inflation design offer protection not only in-flight, but also for aborted launches.

ANATOMY OF THE ATAК²



PREPARATION

INITIAL SET UP

Before you first flight, we recommend you to set up the harness in the comfort of your own home so that you become familiar with its functions and characteristics. You should hang the harness from a suitably strong suspension point to ensure it is been set up correctly and suitable for a comfortable flight. Check that all straps are free from twists. Double check the shoulder straps around the hang points as they can easily become tangled in this area.

To put the harness on first place the shoulder straps over your shoulders.

LEG STRAPS



Fasten the leg straps with the click buckles. The red button must be depressed to close and open the buckles. Slot the circular hole over the silver boss so that the red button is depressed and then slide the buckle backwards. The red button will pop up, the buckle is then locked in place. Ensure the buckles are closed properly, the red button should be up and the female buckles pulled fully so they are seated within the slots.



To undo the buckles first depress the red button and slide the buckle forward so that the larger hole aligns with the silver boss.



Chest strap

The chest strap consists of a simple pass-through buckle. Simply turn the male square buckle sideways and insert through the corresponding female buckle. Always confirm this buckle is correctly seated and closed before flight. Adjusting the chest strap adjusts the distance between the hang points, around 40 - 45cm between the centre of the hang points is ideal.



Shoulder straps

The length of the shoulder straps can be adjusted using the lower adjustments. Adjust the shoulders whilst standing up with the harness on so that they are comfortably snug. Whilst suspended in the seated position ensure the straps are comfortable and supportive. Straps should be tightened to achieve a loose, comfortable fit in all postures and ranges of motion. Any extra remaining length can be tucked into the provided elastic stow loops.



Lumbar Support

The Lumbar support features a "double-back" design to prevent accidental slippage and should be adjusted for a comfortable flying position prior to flight. Be sure to adjust the lumbar supports carefully, setting them too loose will result in a very reclined position in the air. Most pilots find the optimal setting is approximately 1/3-1/2 released from "full upright" position.

Speed bar

To fit an accelerator system, remove any Brummel hooks and route the lines through the low friction ring located on the side of the leg supports. Make sure the lines pass to the outside of all straps and adjustments. Replace the Brummel hooks or make a suitable knot in the ends of the lines and attach it to the riser's speed system using a larks foot. There is a Velcro strap between the leg to store the bar.

Ensure the speed bar lines are of equal length, double check that they are not too short as this may inadvertently activate the speed system when under tension in the air. Double check on the ground before flying.



Reserve Parachute

The ATAK² does not have an integrated reserve parachute container. To fit a reserve parachute you must use a front-mounted container (not supplied). The reserve bridles should be attached to the main carabineers, please refer to the container's instruction manual for the correct mounting procedure.

Use only suitable metal carabineers when connecting the bridles to the main hang points. DO NOT use X-Lite connects, they have not been designed or tested to cope with the potentially high shock loads associated with a parachute deployment.

The Ozone Ultralite rescue container is a perfect lightweight option.



CONNECTION TO THE WING

CONNECTION TO THE WING



Attach the wing's risers to the carabiners at the main hang points. The A risers should be facing to the outside.

If you change the carabiners ensure that they are of a suitable dimension and fit correctly.

There are no other suitable attachment points for the risers on the harness.

PRE-FLIGHT CHECKS

Before take off it is important to carry out a thorough pre-flight check.

- Visual check of structural webbing looking for any obvious damage
- Visual check of the carabiners looking for cracks or any signs of fatigue
- Risers connected correctly to the carabiners without twists
- Speed system attached and not tangled around the webbing
- Ensure all pockets are closed and zipped up
- Legs and Chest strap done up correctly
- Shoulder strap retainers fastened correctly
- Double check your leg straps

FEATURES

REAR STORAGE POCKET

The harness features a low profile rear storage pocket to hold essentials. It also serves as a way to store the harness neatly. To reverse the harness into the rear pocket it is necessary to first disconnect the wing from the carabiners. Ensure all the buckles, carabiners, risers and structural straps are placed on the inside of the harness structure. Undo completely the zip of the rear pocket and turn it inside out, it can now be done up again to completely enclose the harness.



SIDE POCKETS

The harness has a zipped side pocket and an elastic side pocket for additional storage.



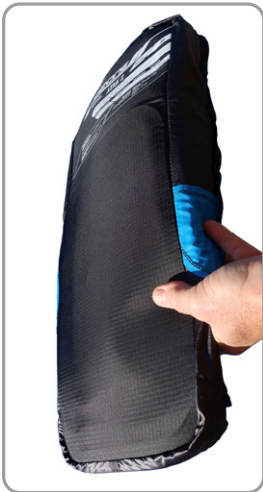
UNDER SEAT PROTECTION

Optional Ozair under seat protection (not supplied as standard) can be added using the attachment loops. The harness has 8x attachment points for the protector. Orientate the Ozair protector correctly with the Ozone logo facing rearwards and attach each toggle to the appropriate attachment point by simply passing it through the loop.





The protector must be inflated fully by blowing into the tube or using an air pump (not supplied). Open the pipe stopper before inflation. When fully inflated - to the point at which you cannot easily add any more air - close the inflation pipe stopper to the very last click and stow the inflation pipe within the zipped pocket.



PACKING THE HARNESS

The harness can be reversed and folded within the rear pocket for neat and compact storage or for fitting easier within small hike and fly rucksacks.

To reverse the harness neatly fold the leg supports, shoulder straps and any other protrusions within the structure, open the zipped rear pocket and reverse the pocket over the structure.

USE AND MAINTENANCE

EXTERNAL PARACHUTE CONTAINER

An additional parachute container (not included) may be added to the ATAK². Use the main carabiners to secure the container and parachute bridles. You must check that the length between the handle and the container does not allow entanglement with the parachute lines.

PARACHUTE DEPLOYMENT

If you are in the unfortunate situation of needing to throw your reserve, do so with conviction:

Look; Reach; Pull; Throw.

- Look at the handle, grab it and pull so the retaining pins are released.
- Pull out the deployment bag, it is best to pull towards the outside so that the parachute extracts sideways from the pocket, pulling the handle upwards may not allow the parachute to release properly. Know your equipment and adapt your technique accordingly.
- Throw the parachute away from you as hard as you can into clear space, not towards your wing. It is important at this stage to remember to LET GO of the handle. Aim to throw with the direction of airflow to aid a fast opening and against the direction of rotation.
- If after throwing the parachute does not deploy (possible in low energy emergencies e.g. parachutal stall), grab the reserve bridle and give it a strong pull. This will help encourage the parachute to open faster.
- As the parachute deploys, the next stage is to concentrate on disabling the paraglider. There are several ways to do this – B line stall; rear riser stall; gathering the canopy by working up the A lines until you have the material in your hands or using the brakes to stall the wing. The best technique depends entirely on the situation. The most important thing to remember is to completely disable the wing so that it does not act against the parachute and cause a down-plane. Whichever method you choose do so symmetrically, you do not want the paraglider to start rotating, this could cause the paraglider to fly into and effectively disable the parachute.
- Due to the position of the reserve bridle hang points on most harness, deploying the reserve parachute tends to automatically put you in to the PLF position (legs down), if you are not, do everything you can to get yourself into this position so you can absorb the landing impact with your legs.
- Always use a PLF when landing under emergency situations or under a rescue parachute.

WATER LANDING

After a water landing you should remove any reserve parachute and under seat protection and allow to dry. If you land in salt water it is necessary to thoroughly clean the harness and all parts with fresh clean water ensuring that all traces of salt are removed. Before reassembly make sure that the harness and all components are completely dry.

IMPORTANT: In the case of a water landing, the natural buoyancy of the back protection can cause the pilot to be turned face down in the water. It is recommended to immediately undo all straps and swim away from the harness taking care to not become entangled within the lines.

CARE

The ATAK² will last you many flights and many years if looked after correctly. To keep your harness clean and airworthy, please note the following:

- Avoid excessive exposure to UV, heat and humidity.
- Pack the harness dry and store in a cool dry place.
- Never drag your harness, especially when landing.
- Keep you harness clean of dirt and away from any oils or other corrosive substance.
- Use water and a cloth to clean.

TOWING

The ATAK² is suitable for towing. The tow bridles should be attached to the main carabiners, if you have any doubts ask a qualified towing instructor or see the operating instructions supplied with your tow release system.

INSPECTION

- For safety, routine inspection of all of your equipment is vitally important. Ozone recommends a service interval of 12 months in addition to the usual pre flight checks. For inspection, visually check the stitching, webbing and all structurally important areas.
- Pay particular attention to the webbing around the hang point area under the carabiner, as this is where abrasion is most likely.
- The reserve parachute system should be checked every 6 months and the parachute repacked according to the manufacturer's recommendation.
- If you find any damage or if you are in any doubt make sure the harness checked by a professional.
- The protection can and will degrade during its lifetime. As part of the daily inspection, check that it is in visually good condition and that it retains the air without leaking. A full inspection is recommended every 6 months.

DISPOSAL

When the harness comes to the end of its useful life, remove all the metal parts and dispose the rest in an environmentally friendly manner. Do not dispose of it with the normal household waste.

OZONE QUALITY GUARANTEE

At Ozone we take the quality of our products very seriously, all our equipment is made to the highest standards in our own manufacturing facility. Every product manufactured goes through a stringent series of quality control procedures and all the components used to build your harness are traceable. We always welcome customer feedback and are committed to customer service. We will always undertake to fix problems not caused by general wear and tear or inappropriate use. If you have a problem with your ATAK² please contact your dealer/distributor. If you are unable to contact your dealer, contact us directly at info@flyozone.com.

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 these areas you will be exposing yourself to more danger than is necessary.

Take very special care of your ATAK², it is delicate and must be treated as such. When landing do not skim across the ground or you will damage the harness, always get your legs down and do your utmost to preserve the ATAK².

Respect the environment and look after your flying sites.

Finally, RESPECT the weather, it has more power than you can ever imagine. Understand what conditions are right for your level and equipment and stay within that window.

Happy flying & enjoy your ATAK².

Team Ozone

TECHNICAL SPECIFICATIONS

	<i>M</i>	<i>L</i>
Weight (kg)	1.17	1.21
Weight including protection (kg)*	1.63	1.67
Recommended pilot height (cm)**	160 -193	180 - 200

* OzAir optional inflatable protector (weight: 460g - EN Impact max. peak: 31.7 g)

** The M size is suitable for thinner pilots between 180-193cm - thicker/heavier pilots will benefit from the larger seat area and leg-strap diameter of the L size.

MATERIALS

Harness Outer fabric

Nylon 70D

Main structural webbing

Technisangle 7

CERTIFICATION

The ATAK² is certified EN 1651:2017 with a maximum load of 120kgs.

INSPIRED BY NATURE, *DRIVEN* BY THE ELEMENTS

FLYOZONE.COM

OZONE

Ozone Power Ltd
16 Barnes Green
Livingston
Scotland
UNITED KINGDOM