



PRODUCT MANUAL - OMEGA ULS

Product Manual

Version 15.03.2023



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1. THANK YOU FOR FLYING ADVANCE

Thank you for choosing an ADVANCE quality product with Swiss engineering.

User manual

This user manual is an important part of your product. You will find instructions for Putting into service and use in practice as well as important information on safety, care and maintenance. We encourage you to read this document carefully before your first flight. Video instructions can be accessed via QR codes if available. All information can be found on our website in the "Download" section.

Download section

Product Registration

Register your new ADVANCE product online in your MyADVANCE account no later than 10 days after purchase for a warranty extension or to be informed promptly by e-mail about updates and safety-relevant findings regarding your product

Product registration

Our story: Pioneering spirit and Swiss precision

Putting our ideas into the air. That's what we can do. For more than 30 years, ADVANCE have kept the needs and wishes of our pilots at the forefront. With Swiss precision we refine model after model. Highest quality and absolute reliability have our top priority, in the air and in our customer service. So from pioneers we have become perfectionists, and a leading worldwide comprehensive service provider.

Questions and support

You can always contact your ADVANCE dealer or our support team, we will be happy to help you. Send an email to support@advance.ch

We wish you many exciting and enjoyable hours in the air with your new product!

2. PILOTING REQUIREMENTS

The OMEGA ULS is a high performance paraglider with EN/LTF D classification. It should be flown only by very experienced, performance-orientated cross country or competition pilots.

To fully master the OMEGA ULS, you need a lot of flying experience in a variety of conditions, on a Sport Class glider. An active flying technique is a must. Only under these conditions can you use the full performance potential and fly safely.

2.1. General safety advice



Flying a paraglider calls for appropriate training and a sound knowledge of the subject, as well as, of course, the necessary insurance cover and licence. A pilot must be able to correctly assess the weather conditions before taking off. His or her capabilities must be adequate for the actual paraglider. The paraglider pilot is also required bear a sense of responsibility towards the natural world, especially regarding the preservation of wildlife and landscape.

Warning

Wearing an adequate helmet, suitable boots and clothing, and carrying an emergency parachute (a 'reserve') are essential. Before every flight all items of equipment should be checked for damage and airworthiness. A proper pre-takeoff check must also be carried out.

Warning

Every pilot bears sole responsibility for all risks, including injury or death, when participating in the sport of paragliding. Neither the manufacturer nor the seller of a paraglider can guarantee or be held responsible for the pilot's safety.

3. HANDLE WITH CARE

The OMEGA ULS is an ultralight paraglider. The life of this product is highly dependent on your care. Mechanical stresses such as deep spirals, acro manoeuvres, dragging on the ground etc. accelerate the ageing process and should be avoided. A lightweight product is much more sensitive to stress of all kinds.

SIV Overloads

We do not recommend using this lightweight product for SIV training. Excessive loading can cause non-safety-related damage to the product, which is not covered by the ADVANCE guarantee.

4. GETTING STARTED

4.1. Delivery

Every ADVANCE paraglider has to be flown by the dealer before delivery to check for correct settings and trim. The dealer finally enters the date of the first flight on the type placard fastened on a rib at the centre of the wing. This entry confirms that defects in the product that can be attributed to manufacturing faults are covered by the ADVANCE warranty. Register your new ADVANCE product in your MyADVANCE account no later than 10 days after purchase to benefit from the extended ADVANCE warranty. More information under .

4.1.1. Scope of delivery

The delivery of the OMEGA ULS includes a COMPRESSBAG ULS, a repair kit, a mini-windsock and a «Getting Started» booklet.



4.2. Basic settings

At delivery the basic set-up of the OMEGA ULS will be the trim settings that the ADVANCE test team found to be best. Certification was also gained in this condition. Any alterations or changes to the paraglider, such as altering the line lengths or fitting different risers or quicklinks, will result in a loss of the glider's certification.

Warning Do not modify your glider - it will no longer be certified.

Warning The brake lines can shorten after some time.

Adjusting the brake lines

Leave the OMEGA ULS in its factory settings. The brake line lengths have been set for optimal handling, as established by our test team. The free travel of the brake lines ensures that the trailing edge remains unbraked during takeoff and in fully accelerated flight using the B-handle controls.

Info We recommend a bowline knot for attaching the handles.

4.3. Speed system

Connect the speed bar to the risers using a Brummel hook or anchor knot. Check whether the entire acceleration path can be used with the selected line length.

Warning The speed system is correctly adjusted when you can use the full travel available on the risers. Make certain that the speed lines are not set too short, thus causing the wing to be pre-accelerated all the time!

4.4. Suitable harnesses



Basically the OMEGA ULS can be flown with any harness that does not have rigid cross bracing.

For the tests the following settings were used for the harnesses:

All-up in-flight weight less than 80 kg: carabiner distance 40 ± 2 cm, height 40 ± 1 cm

All-up in-flight weight 80 to 100 kg: carabiner distance 44 ± 2 cm, height 42 ± 1 cm

All-up in-flight weight more than 100 kg: carabiner distance 48 ± 2 cm, height 44 ± 1 cm

Info

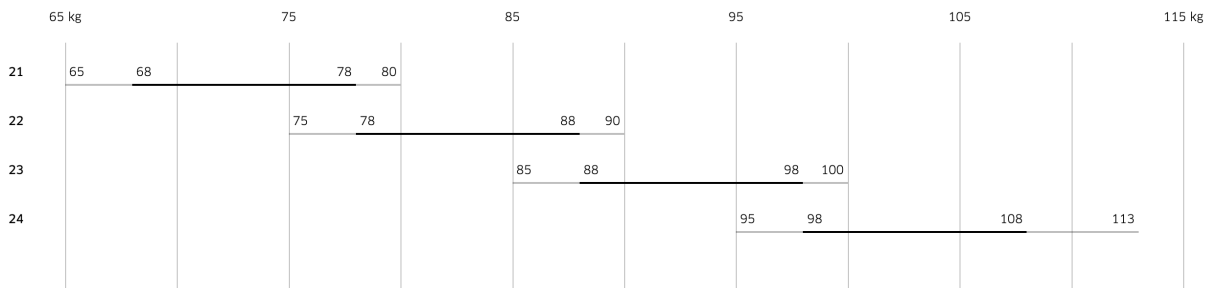
Experience has proved the theory – a streamlined harness can significantly improve gliding performance.

4.5. Weight range

The OMEGA ULS comes in four sizes. The weight ranges for the different wing sizes are listed in the “Technical Data” section. The figures given there refer to total take-off weight. This includes the pilot’s body weight including clothing, as well as the weight of all the equipment (paraglider, harness, instruments, etc. – everything that’s going to fly).

Seamless Weight Ranges

The Seamless Weight Ranges of the OMEGA ULS make a clear transition from one wing size to the next, so that any pilot suits only one ideal take-off weight range. In this way, the OMEGA ULS guarantees the optimum balance of useful airspeed and climb performance in all flying conditions.□



5. FLIGHT CHARACTERISTICS

We recommend that you make your first flights with your new glider in quiet conditions, in a familiar flying area. A few pull-ups at an easy site will give you confidence in the OMEGA ULS’s handling qualities, from the very beginning.

5.1. Takeoff

The OMEGA ULS takeoff behaviour is very smooth and easy for both forward and reverse takeoffs. The canopy inflates quickly and rises progressively, without hanging back.

OMEGA ULS takeoff is achieved using the A-risers. The canopy fills reliably from the middle, and rises exceptionally straight with little effort.

The OMEGA ULS rises exceptionally easily, so it is very important that you match your pull-up technique to the weather conditions and the steepness of the slope. This means:



- In a lot of wind and/or on steep ground the OMEGA ULS needs little or almost no initial tug (□just lead it up□).
- In zero wind and/or on flat ground a more reasonable impulse would be sensible.

5.1.1. Connecting the Risers

The risers of your paraglider have the "Easy Connect System" compatible with ADVANCE harnesses, which helps you to connect the risers. Each riser has coloured sewing running up the back of the riser, red for left and blue for right, in the direction of flight. The coloured sewing facing the pilot, and the riser running cleanly upward to the lines confirm that the riser has not been connected with an 180 degree twist.

The "Easy Connect System" also enables you to clip in while facing the wing, This can be helpful for a reverse takeoff in windy weather.



Video Tutorial: <https://www.youtube.com/embed/rQcNyx2FHTU>

5.1.2. Takeoff preparation and checks

Before every takeoff carry out the following pre-takeoff checks:

1. Harness and helmet buckled, reserve OK?
2. Lines free?
3. Canopy open?
4. Wind direction and strength assessed?
5. Airspace and field-of-view clear?

Hint

To get the wing in the right shape for takeoff do the following: pull the brake lines in while you are sorting the lines until the canopy arrives at the perfect banana shape.

Warning

Before each flight, check that the reserve handle is in the intended position and that the yellow locking cables of the reserve handle are correctly stowed.

5.1.3. Takeoff in light wind (forward takeoff)

The OMEGA ULS only needs a light pull-up impulse even in a light wind. It is not necessary to step back and 'run into the lines'. Guide the glider up with pronounced leaning forward, but without too much of a pull on the A-risers, until the canopy is overhead. During the pull-up phase any directional correcting should only be done by decisively moving under the wing, without using the brakes. After any necessary corrections and a satisfactory visual check a few determined steps with a good lean forward will achieve lift-off, even in little wind. Careful braking can shorten the takeoff run.

Info

When taking off in windless conditions, ensure that the paraglider is laid out in an arched or even wedge shape.

5.1.4. Takeoff in stronger wind (reverse takeoff)



The reverse takeoff is mainly recommended for stronger winds, but it also works well in light wind. During the pull-up you should walk towards the OMEGA ULS as necessary to control its rising rate. In very strong winds, a braking impulse may be necessary to stop the canopy over your head. Turning round and taking off with the OMEGA ULS will then prove to be easy.

Hint

Playing with the glider on flat ground in some wind gives a good feeling for the wing. You can get to know the OMEGA ULS's characteristics very well, and try out takeoffs, stalling, shooting forward tendency and collapses – while remaining safely on the ground. The ADVANCE test team have a motto: one hour's ground training is worth 10 high flights. But bear in mind that ground practice puts use on the glider.

5.2. Normal flight

In calm air the OMEGA ULS's best glide is achieved with fully released brakes. Light braking brings the glider to its minimum sink condition. When flying into a headwind, through descending air, or when proceeding to the next thermal, glide performance will be distinctly improved by appropriate use of the speed system.

Despite the wing's high stability an active flying style is recommended – collapses can be almost completely avoided. Be careful not to get below minimum speed, and don't overreact with the brakes.

5.3. Turning flight

The OMEGA ULS has short and precise brake travel when steering. It responds very directly and progressively to increasing steering inputs, as soon as the free travel in the brake lines has been taken up. Active weight shift effectively assists steering. Angle of bank can always be increased, stabilised or reduced by brake line load.

The OMEGA ULS makes a very agreeable companion in thermals. You do not have to correct for large pitching movements, and this improves your climbing behaviour – and therefore your performance – significantly. When thermalling, choose the desired angle of bank and corresponding radius, and try to let the glider turn steadily at this attitude. Outside brake should be used to steady the wing tip and, in particular, control the rate of turn. Anything stronger will slow the wingtip down and lose the glider's good steering qualities.

Warning

To keep good manoeuvrability make sure to fly your OMEGA ULS with enough airspeed while turning in thermals – not too much outside brake.

Info

If a brake line breaks the OMEGA ULS can be steered by use of the B-Handles.

5.4. Active Pitch Control / B-Handles

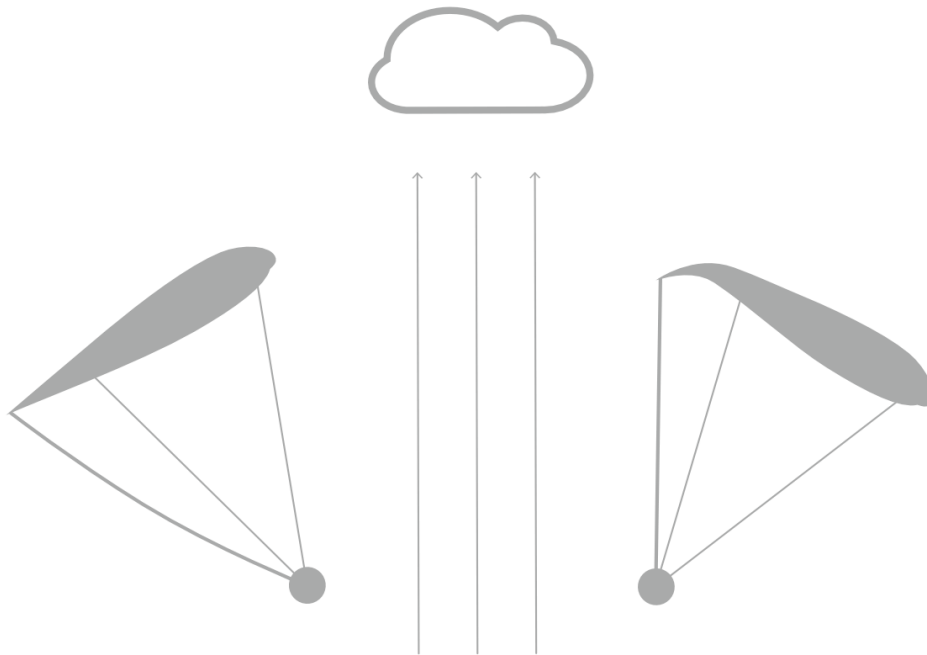
Flying for performance

Ongoing management of your angle of attack while flying cross country improves your glide performance and average speed massively. Even though the OMEGA ULS is very stable in pitch, it should still be actively flown, whether accelerated or not. B-Handle steering is the most efficient method for this.

Warning

In very turbulent air, release the speed bar and B-Handles and revert to conventional active control with the brakes.

□



Using the B-Handles

The B-handles (1) allow you to make directional changes as well as angle of attack corrections in accelerated and unaccelerated flight. When using the B-handles, make sure that the brakes are not wrapped and use controlled movements.

Warning Do not pull on the handles too forcefully or too abruptly, as this could stall the wing.

Warning Do not apply the brakes when the OMEGA ULS is (fully) accelerated. There is a risk of a collapse.

Info You need plenty of practice and experience to acquire effective and instinctive skills at B-Handle control. Put the time in.

□



□

5.5. Collapses

5.5.1. Asymmetric collapse

With an active flying technique in normal flying conditions, collapses can be almost completely prevented. The wing gives very precise canopy feedback and makes it possible to sense an impending collapse early on, thus helping timely pilot reaction. Should a collapse occur the wing will fold in a predictable and progressive manner from wing tip towards the centre. If the glider does, however, suffer an asymmetric collapse at trim speed, it will respond to collapses of 50 % or more with a slight turning tendency, allowing the heading to be easily maintained with light counter-steering. Normally, the wing will reopen without pilot action.

□

With an asymmetric collapse in accelerated flight the wing will react more impulsively because of the higher forces associated with higher airspeed. The turning behaviour caused by a collapse at full speed is more dynamic and requires a quick reaction on your part. If a collapse is slow to reopen, a deep but fast pull on the closed side brake will help. It is important to completely release the brake again to let the glider keep its flying speed. Be careful with the brake on the open side, and only apply enough to keep straight – so as not to stall the wing.

Poorly flown wingovers can cause a wingtip to fold inwards from the side, causing it to catch in the lines and create a cravat. Due to the high drag they produce cravats can lead to strong rotation (spiralling). Stop an increase in rotation rate by just the necessary amount of outside brake. Then open the cravated wingtip by pulling the orange stabilo line (1). Clearing a cravat can be also done more quickly by 'pumping'. The appropriate brake should be applied to 75 % brake travel within a maximum of two seconds, and then released immediately.

Warning Due to their design, 2-liners are not suitable for provoking collapses by hand without folding lines.

Warning If you want to make an accelerated collapse during safety training we recommend that you lead up to it slowly – starting with unaccelerated and then partially accelerated attempts.



5.5.2. Symmetric collapse (front collapse)

After a spontaneous or A-riser provoked collapse the airflow breaks away from the profile and the canopy will pitch back. The pilot swings back underneath after a short delay. Wait, without applying brake, until the wing is again above you and returns to normal flight. After a big collapse reopening may be delayed, but do not forcibly encourage reopening by the use of excessive brake, because of the risk of a full stall.

Warning Due to their design, 2-liners are not suitable for provoking collapses by hand without folding lines.

Warning After a very impulsively provoked front collapse in accelerated configuration (for example during SIV training) it can happen that the front of the canopy does not open by itself. Help the wing to open with a brief brake impulse by pulling the brakes to 75% within one second, immediately and completely release them, then be prepared to control the forward surge.

5.6. Rapid descents

For quick and efficient ways of getting down the ADVANCE test team recommend big ears (with or without speed bar) or the spiral dive - the choice depends on the situation.

Hint Fast descents should be practised now and then in quiet conditions - so they won't become emergencies when you need them.

5.6.1. Symmetrical collapsing of the wingtips (big ears)

For a fast and efficient descent we recommend the B3 method. To initiate the manoeuvre, grab the outer B3 line (2) of both risers as high as possible. Pull them down simultaneously, quickly and firmly! This will cause the wingtips to "fold" backwards and remain in this position. Sink speed can be increased by using the speed system while big ears are applied. Depending on the situation the glider can be steered using weight shift. To reopen, simply let the B3 line (2) go. Opening can be speeded up by a light pull (pump) on the brake. Open the ears one at a time. □



- Info** Big Ears with the A3 line (1) are also possible, but the initial resistance is high. We recommend the B3 method.
- Warning** Do not fly spirals or sharp changes of direction with big ears applied; the increased loading carried by fewer lines can damage the structure.
- Warning** Be aware that flying with big ears brings the stall closer. Be careful with the brake lines when big ears are applied, and do not use this descent method if the wing is wet. See also the section "Flying with a wet paraglider"
- Hint** If you want to lose height as quickly as possible and fly away from a problem area at the same time we recommend the following: apply big ears and use as much speed bar as conditions allow.

5.6.2. Spiral dive

For the most comfortable way of doing this we recommend a neutral sitting position without active weight shift, and a shoulder-width carabiner distance (approx 45 cm).

Enter the spiral by progressively pulling one brake. Your head and field of view should be directed in the turn direction. As the angle of bank increases so will the rate of turn, airspeed and centrifugal force, which makes the pilot feel heavier.

The behaviour of the spiralling paraglider can be separated into two phases: in the beginning the glider makes a normal turn which progressively tightens, with increasing angle of bank. In the second phase the paraglider engages its spiral mode. This means that the wing dives forward and assumes a more vertical flightpath. During this phase of the manoeuvre try to keep a neutral sitting position and give way to the centrifugal force – your body will be pulled to the outside of the turn.

To recover keep the neutral sitting position and progressively release the inside brake. Your body weight will be somewhat tipped to the outside. While coming out of a spiral dive of high vertical and rotational speeds some assistance with outside brake is essential. Careful releasing of the inside brake will prevent the wing from



recovering too quickly, thus pitching back excessively before diving in front if the turn stops with too much speed remaining. Make sure that you start the recovery with plenty of height above the ground. Generally speaking you should allow the same amount of time to recover as it took to enter the manoeuvre, but remember that the vertical speed will be higher, and much more height will be used!

- Warning** The OMEGA ULS does not automatically exit the spiral dive, the exit requires active outside brake with weight shift to the outside at the same time.
- Warning** Weight shifting to the inside of the turn results in increased acceleration and stable continued rotation. In this case, active counter-braking with simultaneous weight transfer to the outside of the turn is required to end the manoeuvre (push your body outwards).
- Warning** Deep spirals with EN-D wings create a higher G-load due to the higher aspect ratio and longer lines. They also can become stable (locked in) even if the pilot is in a neutral position.
- Warning** Do not fly spiral dives or aggressive changes of direction with big ears applied: the raised wing loading carried by fewer lines can damage the glider.
- Warning** After recovering from a spiral dive it could be that the pilot flies into turbulence that he has caused. Fly actively to prevent a collapse.

5.6.3. B-Stall

The B-stall cannot be flown due to its construction (2-liner)!

5.7. Stalling

5.7.1. One-sided stall (spin)

When circling tightly in a thermal the OMEGA ULS indicates clearly, by strongly increasing brake load, the risk of a stall. Even so, if a wing does stall you will feel a marked reduction of brake load on the inside of the turn. If this happens you must immediately release both brake lines, so that the OMEGA ULS can return to normal flight by itself.

If a wing stalls completely the paraglider will go into a spin / negative rotation. The OMEGA ULS will react dynamically, but will still be manageable by the less experienced pilot. Even so – depending on the situation from which the paraglider is allowed to fly again – the reaction can be quite vigorous (shooting forward with a raised risk of collapse). The canopy can be arrested while shooting forward by well-judged braking. Normal flight can then be resumed without a further collapse.

Hint

Basically, in all out-of-control flight situations, but especially the onset of a one-sided stall, you should immediately release both brakes fully – hands up!

5.7.2. Full stall

Although the OMEGA ULS responds early to brake input it has very long brake travel, and very high brake load at the stall point. This means a large safety margin for the pilot.

Entry into a full stall is achieved by progressively and symmetrically pulling down both brake lines. Forward speed reduces. Airflow and wind noise reduce.

After reaching minimum speed the paraglider first goes into a brief phase of parachutal stall. Then further brake will cause complete airflow breakaway, and the wing will fall back in full stall. The OMEGA ULS has a strong desire



to fly again, but is easy to hold in the stall. A half wrap of the brakes is recommended to fly full stalls.

To recover, the canopy has to be pre-inflated. To do this the brakes should, at first, be released slowly and symmetrically, and only fully released when pre-inflation is complete. The OMEGA ULS then flies away relatively cleanly, without shooting forward too much.

Hint

As a basic principle you should immediately and fully release both brakes in all out-of-control situations, then be prepared to control the resulting surge carefully.

5.7.3. Deep stall

It has not been possible to confirm spontaneous occurrence of stable deep stall for the OMEGA ULS. However, you can bring the wing to deep stall using the brakes, and hold it there. The wing returns to normal flight as soon as the brakes are fully released.

In rain, or if the canopy is wet, the OMEGA ULS like all paragliders, is more vulnerable to parachutal stall. If the wet glider were to go into parachutal stall you should recover only by accelerating using the speed bar. See also the section "Flying with a wet paraglider".

5.8. Landing

Always make a proper landing circuit with a clearly defined final approach. As the ground approaches progressively increase brake to level the flight-path, before applying full brake to completely arrest the forward speed.

Warning

Steep turn reversals lead to strong swinging of the pilot, and should not be done near the ground.

Warning

Braking will reduce your speed and increase your sink rate, but it will certainly seriously restrict your ability to manoeuvre.

Warning

Getting below minimum speed leads to stalling: this should unquestionably be avoided when top landing, and on final approach.

Info

Never let your glider fall to the ground on its leading edge. The overpressure so caused inside the wing can rip the cell walls and damage the leading edge.

Info

After landing in water the canopy can quickly fill up, and become very heavy. The canopy should be lifted out of the water by its trailing edge, giving the water a chance to run out. Otherwise it might tear under this unaccustomed heavy load.

5.9. Flying with a wet paraglider (risk of deep stall)

Flying with a wet glider creates a risk of deep stall. Deep stall is often the result of a combination of factors. The weight of the wet canopy goes up, and this increased weight increases the angle of attack, which always puts the glider nearer the deep stall limit. Added to this, water drops on the top surface have a detrimental effect on the laminar flow of the boundary layer near the leading edge, which distinctly reduces the maximum lift coefficient. If the wet glider is also being flown at its lower weight limit there is a further small effect of increasing the angle of attack, as well as there being a lower airspeed because of the reduced wing loading.

In order to avoid the risk of deep stall with a wet glider, the wing should be braked as little as possible, and big ears not used at all. As a further preventative measure apply moderate (25-40 %) speed bar. These actions have a small effect in reducing the angle of attack. If the wet glider does go into deep stall you should recover by using



the speed bar only. See also section .

5.10. Winching

The OMEGA ULS is suitable for winch launching. When taking off in windless conditions, ensure that the paraglider is laid out in an arched or even wedge shape (to avoid risk of the glider rosetting).

Winch launch is only permitted if:

- The pilot has completed a tow training course (only Germany/DHV).
- The winch system is certified for use with paragliders.
- The winch operator has been fully trained in paraglider winching.

5.11. Acrobatics

We do not recommend flying acro manoeuvres with the OMEGA ULS.

Be aware that dynamic manoeuvres put greater loading on the structure and can shorten the glider's life. This means that a regular check of the paraglider is essential for your safety. In addition there will be the special requirements of your country to be observed.

5.12. Tandem flying

The OMEGA ULS is not certified for tandem flying.

5.13. Paramotoring

The OMEGA ULS is not certified for paramotoring.

5.14. SIV

The OMEGA ULS was certified using folding lines. Due to both this fact and the glider's lightbuild construction ADVANCE advise against.

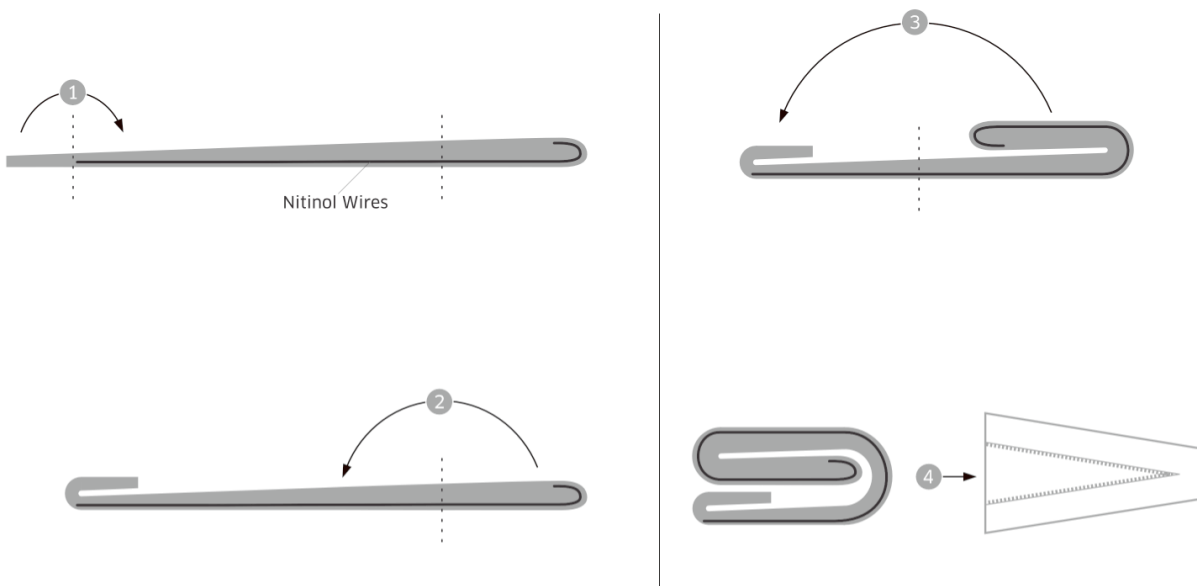
6. FOLDING & PACKING

Packing properly

Gather the wing together from the middle, and fold it to the width of your COMPRESSBAG. When folding, lay the wing profiles nose on nose, so that the nitinol wires lie as flat as possible on each other, all at the same height. Change your folding centreline on a regular basis so that the centre panel (Logo) does not always contain the fold line. Fold in the trailing edge at the end of the mini-ribs (1) then fold the canopy twice from the leading edge (2) & (3) so that it fits perfectly into the COMPRESSBAG (4).

Info The nitinol wires in the topsail do not require any special packing tools (pack roll etc.).

Hint Always store your wing in a dry and dark place.



Packing with the Tubebag

Packing in a Tubebag bag is good for the wing, and is easy to do. It avoids undesirable sliding over the ground. Also the shape-retaining storage in a Tubebag promotes long glider life. Lay your wing, mushroomed as after landing, on the spread Tubebag. Next spread the centre chord out to Tubebag length. Arrange the lines and stow the risers on their tabs. Now gather the leading edge cells as described in "General" above, except that all cells make up one pile – no secondary folding into the centre. Then fasten the upper Tubebag strap over the collected leading edge foils so that it holds them neatly together. Follow the same basic process at the trailing edge. Pull the central cell straight then flatten and collect the outlying cells as already described above. Do this carefully without disturbing your leading edge positions. Finally close and fold the Tubebag.

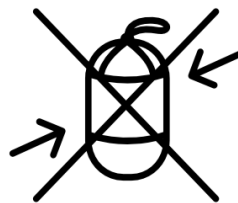
6.1. Storage



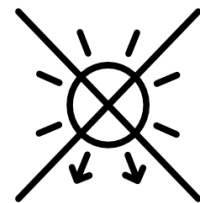
DON'T STORE WET



AIR PERIODICALLY OR STORE OPEN



DON'T STORE COMPRESSED



DON'T LEAVE IT UNNECESSARILY IN THE SUN

Ultraviolet light, heat, humidity, sea water, aggressive cleaning agents, unsuitable storing and physical abuse (□ dragging across the ground□) speed up the ageing process.

Hint Always store your paraglider uncompressed in a dry and dark place.

Hint Allow a wet or damp glider to dry by leaving it completely unpacked at room temperature, or outside in the shade.

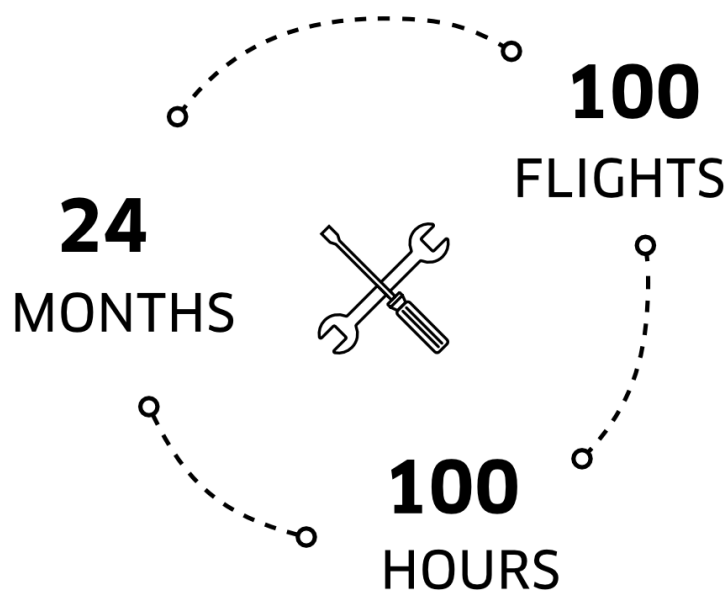


7. MAINTENANCE & CARE

7.1. Glider inspection

Your OMEGA ULS must be checked every 24 months, 100 flying hours or 100 flights, whichever comes first. The check should be carried out by an authorised -ADVANCE check centre, according to the recommended guidelines.

When carrying out a periodic glider inspection, the condition of all materials is assessed with the utmost care according to strict guidelines. At the end of the inspection, the overall condition of the paraglider is rated and recorded in a test report. If these guidelines are not observed, the extended ADVANCE warranty becomes null and void.



7.2. Overstress

When using the product there is always the risk of unpredictable overstress in flight, for example caused by flying conditions or a surprise bump in the air. In rare cases the product could suffer damage. This is especially disappointing in that, usually, neither the manufacturer nor the pilot can be held responsible. Light products tend to be more susceptible to damage due to overstress.

Info

In the event of damage, please contact your dealer and they will contact us. We strive to be accommodating in such cases and work together to find the best possible solution. This is individual and depends on the assessment of each case.

7.3. Repairs

Repairs in general

A paraglider is a lifting surface of complex construction. Seams and lines have been made with great precision. In general, therefore, an unauthorised individual should not carry out paraglider repairs. Only the manufacturer or an



authorised Service Organisation should replace components with identical parts, or refit complete cells.

Small repairs become exceptions to this principle. Examples could be repairs to small tears or holes with self-adhesive Ripstop material, or replacing lines. In every case of repair or line change the paraglider must be pulled up on the ground before its next flight, and visually checked.

Your paraglider is delivered with a repair kit containing self-adhesive Ripstop. Other parts, such as lines, quicklinks, softlinks or risers can be obtained from your ADVANCE dealer, an ADVANCE Service Center or direct from ADVANCE. Addresses are on www.advance.swiss.

Canopy Repairs

Tears up to 3 cm in length, and very small holes that do not meet a seam, can be patched with the self-adhesive Ripstop from your repair kit. Make sure that the patch is cut out in a round or oval shape, and is big enough to generously overlap the damage. The similar piece of sticky Ripstop on the inside of the repair should be of a different size.

Line repairs

A damaged line must be changed, without exception. The easiest option is to go to an ADVANCE Service Centre or your ADVANCE dealer. Alternatively you can order the specific replacement line direct from ADVANCE or an ADVANCE dealer and fit it yourself. All the addresses are on: www.advance.swiss. Under "Service" on www.advance.swiss there are detailed instructions for identifying your line so that you can order it, and then fit it correctly on the wing.

What to do if the leading edge gets damaged?

If a leading edge wire breaks or its seam rips the glider must be taken to an ADVANCE checking facility where the wire can be replaced or sewn back in. To guarantee a long lifespan it is important that the wing is not allowed to fall on its leading edge after landing, otherwise the fabric can be damaged by abrasion. But mainly there is a risk, as in all paragliders, that the crossports could tear.

7.4. Disposal

Environmental protection plays an important role in the selection of materials and the manufacture of an ADVANCE product. We use only non-toxic materials and fabrics that are subjected to continuous quality and environmental impact assessments. When your equipment reaches the end of its useful life, please remove all metal parts (recycling) and dispose of straps and material in the designated facilities.

8. SERVICE & WARRANTY

8.1. ADVANCE Service Center

ADVANCE operates two company-owned service centres that carry out checks and repairs of all types. The workshops based in Switzerland and France are official maintenance operations, which have many years' experience and in-depth product-specific expertise. The ADVANCE worldwide service network includes other authorised service centres that provide the same services. All service facilities use original ADVANCE materials exclusively. You can find all information on checks and repairs and the relevant addresses at www.advance.swiss.

8.2. Support (Website)

At www.advance.swiss you will find detailed information about ADVANCE and our products as well as contact details for any questions you may have.



You also have the opportunity to register your product online up to 10 days after purchase in order to enjoy the full benefits of the ADVANCE warranty. You can also:

- Keep yourself updated about new safety-related findings about ADVANCE products.
- Download an application form for the check at ADVANCE as a PDF in order to be able to send in your product.
- To find an answer to a burning question under FAQ (frequently asked questions).
- Subscribe to the ADVANCE newsletter to receive regular e-mail updates about new products and services.

8.3. Online Account

Set up a MyADVANCE account at www.advance.swiss/warranty and register your product directly online after purchase.

In the MyADVANCE account you will find all documents for your product as PDF, e.g. the manual, security updates and much more. You can also view spare parts for your product and make support requests directly.

8.4. Warranty

As part of the ADVANCE warranty, we undertake to rectify any defects in our products that are attributable to manufacturing faults. In order for a warranty claim to be made, ADVANCE must be notified immediately on discovery of a defect, and the defective product sent in for inspection. The manufacturer will then decide how a possible manufacturing fault is to be rectified (repair, replacement of parts or replacement of the product). Basically, the legal warranty obligations of your country apply. If you register your product for free on our website within 10 days of purchase you receive an extended warranty of 12 months beyond the legal warranty period of your country!

Warranty and Service Intervals begin from the date of the glider's first flight, recorded on the identification plate. If no date is evident the applicable date is that on which the glider was transferred from ADVANCE to the ADVANCE dealer. The ADVANCE warranty does not cover any other claim. Claims in respect of damage resulting from careless or incorrect use of the product (e.g. inadequate maintenance, unsuitable storage, overloading, exposure to extreme temperatures, etc.) are expressly excluded. The same applies to damage attributable to an accident or normal wear and tear.

9. TECHNICAL DATA

9.1. Data



OMEGA ULS		21	22	23	24
Flat surface	m2	20.70	21.54	22.48	23.75
Projected surface	m2	17.40	18.10	18.90	19.96
Certified takeoff weight	kg	65-80	75-90	85-100	95-113
Ideal weight range	kg	68-78	78-88	88-98	98-108
Glider weight	kg	3.05	3.15	3.25	3.40
Span	m	11.87	12.11	12.37	12.71
Projected span	m	9.38	9.56	9.77	10.04
Aspect ratio		6.8	6.8	6.8	6.8
Projected aspect ratio		5.05	5.05	5.05	5.05
Max. chord	m	2.17	2.22	2.27	2.33
Number of cells		63	63	63	63
Certification		EN/LTF D	EN/LTF D	EN/LTF D	EN/LTF D

9.2. Materials

We continuously review and test the variety of materials on offer. Like all ADVANCE products, the OMEGA ULS has been designed and manufactured according to the latest findings and processes. We have chosen the materials very carefully and with the strictest quality requirements in mind.

Leading edge	Skytex 32 universal
Upper surface	Skytex 27 classic II
Lower surface	DOKDO 10DSF
Profiles	Skytex 32 hard finish, Skytex 27 hard finish
Unsuspending profiles	Skytex 27 hard finish
Tension tapes	Skytex 40 hard finish, Skytex 32 hard finish
Diagonals	Skytex 40 hard finish, Skytex 32 hard finish, Skytex 27 hard finish
Main lines	A-8001-340, -230, -190, -130, -090
Gallery lines	A-8001-190, -130, -090, -070, -050, -035
Stabilo	PPSL5 125
Brake lines	A-8001-050, A-9200-035
Steering lines	A-7850-240, A-8001-190
Risers	PES/Technora 12mm
Quick links	Softlink DC 500

9.3. Certification

The OMEGA ULS has EN/LTF D certification. The test reports can be downloaded from www.advance.swiss.

Certification ratings can only provide limited information about a paraglider's flying behaviour in thermally active and turbulent air. The certification grading is based primarily on induced extreme flight manoeuvres in calm air.

During the development of an ADVANCE paraglider, the emphasis is first and foremost on flying behaviour and handling, and not exclusively on the certification test. The result is a well-rounded product with the familiar ADVANCE handling. Nevertheless, the certification rating occupies a significant proportion of the specifications that have to be met.

9.4. Folding lines



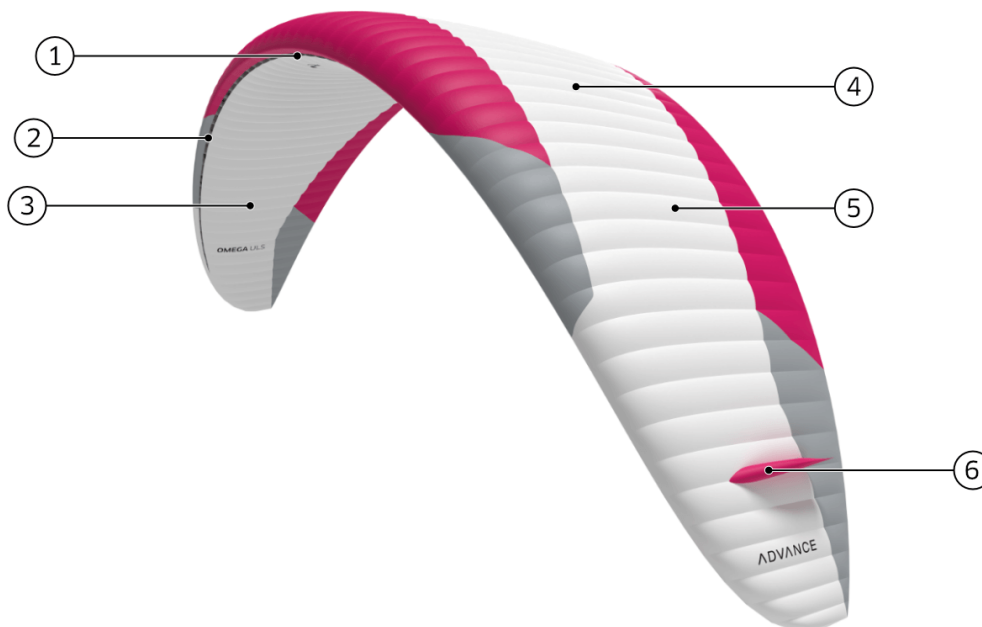
Special folding lines were fitted for the OMEGA ULS certification. Without these lines side and front collapses cannot be simulated in accordance with the EN-D guidelines. Folding lines create an additional, forward A-line level.

9.5. Light sport aircraft

The OMEGA ULS belongs to the "Light sport aircraft" category with an empty weight of less than 120 kg.

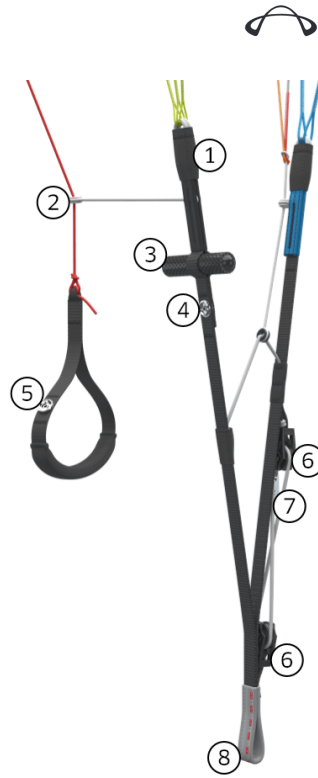
9.6. Paraglider overview

1. Nameplate
2. Air intakes
3. Lower surface
4. Upper surface
5. Cells
6. Winglet



9.7. Risers

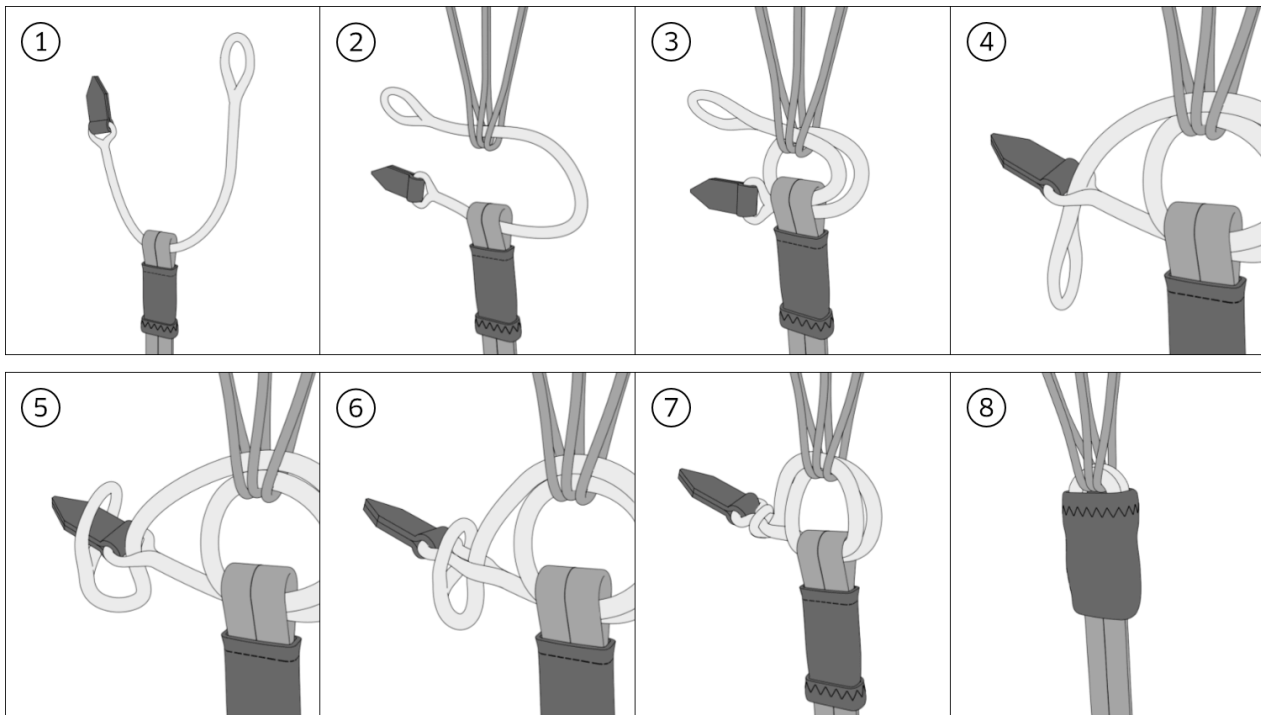
1. Softlinks
2. Brake ring
3. B-Handle
4. Popper
5. Brake handle with popper
6. Speed system pulleys
7. Brummel hook
8. Easy Connect System



9.8. Line plan

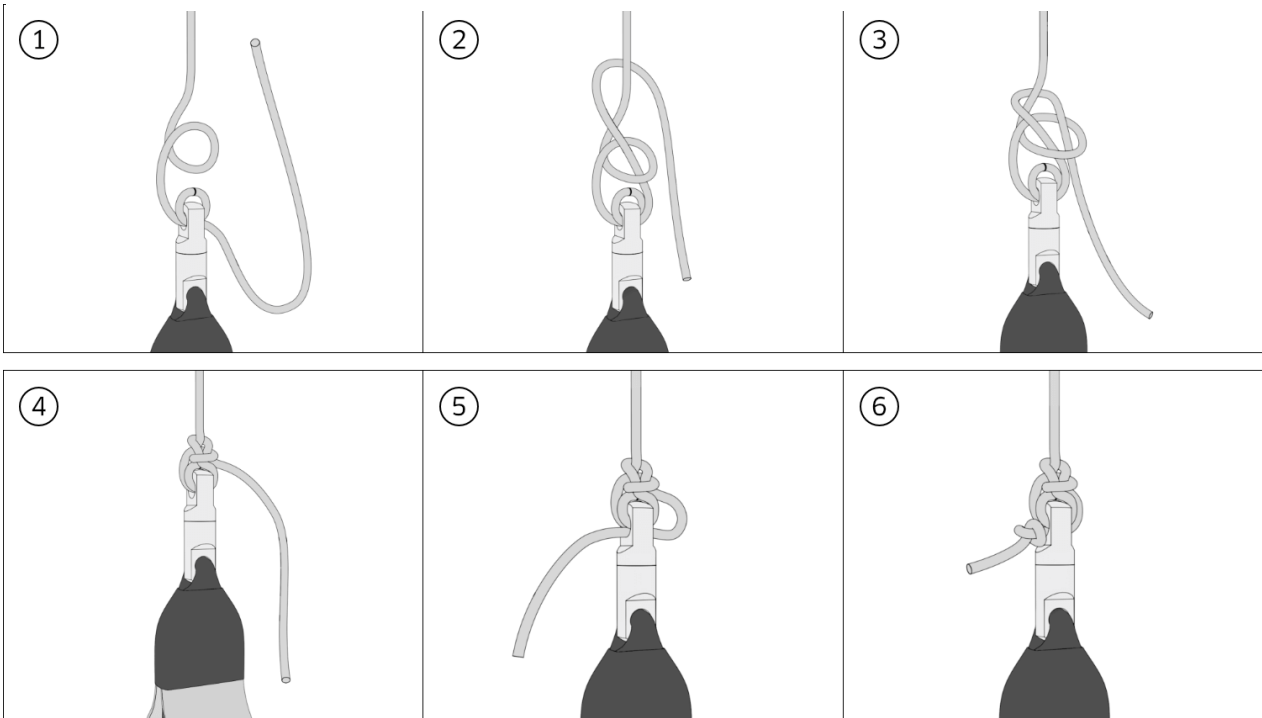
Line plan OMEGA ULS

9.9. Assembly instructions Softlink



Video Tutorial Softlink: <https://www.youtube.com/embed/foML0YmtkV8>

9.10. Mounting instructions brake lever



Video Tutorial Palstek: <https://www.youtube.com/embed/GTCOW2CivOk>