



ADVANCE OMEGA^XALPS

Betriebshandbuch Edition 1 / 5, 2015



Contents

Thank you for flying ADVANCE.....	6
About ADVANCE.....	7
The OMEGA XALPS.....	8
Outstanding Characteristics.....	8
Comprehensive Performance.....	8
Other Important Details.....	9
Special coated lines.....	9
ADVANCE Standards.....	9
Pilot requirements.....	10
General advice about paragliding.....	10
Preparing the new glider.....	11
Delivery.....	11
Basic settings.....	11
Adjusting the brake lines.....	12
Setting the speed system.....	12
Suitable harnesses.....	13
Weight range.....	13

Flying qualities	14
Takeoff	14
Forward takeoff	14
Reverse takeoff.....	14
Normal flight	15
Turning	15
Accelerated flight	16
Collapses.....	17
Asymmetric collapse.....	17
Symmetrical collapse (Frontstall)	18
Fast descents	19
Symmetrical folding of the wingtips (Ears)	19
Spiral dive.....	20
B-Stall	21
Stalling.....	21
Stalling on one side (Spin).....	21
Fullstall	21
Deep stall	22
Landing	23
Flying with a wet paraglider.....	23
Winching	24

Acro flying.....	24
Paramotoring.....	24
Maintenance, repairs and care.....	25
Packing	25
Care and maintenance.....	25
Lines.....	26
Check.....	27
Repairs	27
Disposal	27
Technical details.....	28
Materials used	30
Certification	33
Folding lines.....	33
Service	34
ADVANCE Service Centre	34
The ADVANCE website.....	35
Warranty.....	36
List of parts	37
Lineplan.....	38
Risers.....	39
Bowline knots	40

Thank you for flying ADVANCE

Congratulations on your choice of an OMEGA XALPS - a quality product from ADVANCE. We are sure that you will spend many rewarding hours in the air with it.

The user manual is an important part of the glider. Here you will find instructions and important information about safety, care of the glider and maintenance, and that's why we recommend that you read this document carefully before your first flight.

Register your OMEGA XALPS online on www.advance.ch/garantie, so that you will receive product updates or safety-relevant information about the OMEGA XALPS direct from us. This information can also be downloaded from our website on www.advance.ch/de/services/sicherheit. The latest version of the manual as well as additional information can similarly be found on www.advance.ch.

We wish you a lot of enjoyment with your OMEGA XALPS, and always «happy landings».

Team ADVANCE

About ADVANCE

ADVANCE is a worldwide leading paraglider manufacturer based in Switzerland. Since its founding in 1988 the company has continued to follow its own policies and ideas in both development and production. The result is fully-finished products with distinctive characteristics.

The team of experts behind the ADVANCE brand share both the passion for and confidence in their ADVANCE products. At home in the air themselves, they bring valuable personal experience and dedication to the workplace.

Thorough checking of the production process and supervision of the working practices in ADVANCE's own factory in Vietnam guarantee high quality work. A long-standing relationship with cloth and line manufacturers means that ADVANCE know-how finds its way directly into the development of new materials.

ADVANCE place great importance on after-sales service, and have a well-developed worldwide service network. A continuous exchange of experience with customers keeps new knowledge flowing in, which has an influence on ADVANCE products – and so the «Circle of Service» is completed.

The OMEGA XALPS

Outstanding Characteristics

OMEGA XALPS pilot-appeal stems from its unmistakably direct handling and exceptional performance figures. Outstanding also are its very light weight, an easy-going and effective speed system and a stable canopy.

Comprehensive Performance

The wing plays its big trump card while accelerated in turbulent air. This is when high canopy stability, balanced pitch behaviour and a speed system, perfectly matched to the profile, really come into play.

Other Important Details

Three line levels and the choice of profile mean that the OMEGA XALPS can be efficiently accelerated – with little effort. In addition, the speed system has an adjustable transition setting. The speed system travel and loading can be ideally set for individual leg length and angle: an easy-to-push 3:1 gearing when the legs are bent, and an effective final 2:1 transmission for legs straight.

Special coated lines

A compact weave and an additional coating on the individual threads give the OMEGA XALPS uncovered lines good resistance to abrasion and UV radiation. At the gallery junctions the upper line loops are internally thickened, which reduces the contact surface pressure on the lower receiving loop. A well-tried Dyneema/Aramid mix has been used for brake line length stability.

ADVANCE Standards

ADVANCE also pays a lot of attention to small details. Sewn-in tension straps improve canopy stability, and the trademark winglets reduce induced drag (Vortex-Effect). The Smart-Sail System aligns the fabric at the leading edge with the local direction of tension forces, and a more robust and specially impregnated cloth extends the life of these highly stressed areas. New diagonals achieve an unrivaled level of shape stability, and lifespan.

Pilot requirements

The OMEGA XALPS is a thoroughbred high performance wing, which should be flown exclusively by very experienced, performance-orientated cross country or competition pilots. To fully master an OMEGA XALPS a pilot must already have experience of high performance wings in a typical variety of atmospheric conditions. An OMEGA XALPS pilot must be capable of a very active flying technique, and fly frequently. Only then will the full performance potential of this paraglider be achieved, and the pilot be able to go on his cross country way safely, in a relaxed frame of mind.

General advice about paragliding

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 paraglider used. The paraglider pilot is also required to bear a sense of responsibility towards the natural world, especially regarding the preservation of wildlife and landscape.

Wearing an adequate helmet, suitable boots and clothing, and the carrying of an emergency parachute 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.

Every pilot bears sole responsibility for their participation 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.

Preparing the new glider

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 together with your completed warranty form ensures that deficiencies in the product, due the manufacturer, are covered by the ADVANCE warranty. See 'Warranty' in the «Service» section.

An OMEGA XALPS comes with a COMPRESSBAG LIGHT XALPS, a repair kit and a mini-windsock in the glider colours.

Basic settings

At delivery the basic set up of the OMEGA XALPS will be the original trim situation that the ADVANCE test team have 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. See section «Certification».

Adjusting the brake lines

The length of the brake lines has been set at the factory so that, with hands fully up, the trailing edge remains unbraked in accelerated flight – (no crease in the wing). Basically, this setting should be kept.

If the brake line length does have to be reset there should be 8 -10 cm (depending on the glider size) of initial free brake line movement between the brakes fully released position in unaccelerated flight, and that point where the lines first affect the trailing edge. We recommend a bowline knot for attaching the handles. See illustration in the appendix.

Setting the speed system

We recommend that the OMEGA XALPS speed system is correctly adjusted before your first flight. When doing this you must confirm that the full range of the speed system travel can be used. The OMEGA XALPS suspension system has Brummel hooks on the riser speed lines which connect to those on the harness.

Personal fine adjustment of the 2-phase changeover point can be achieved by moving the knots which pick up the pulley blocking balls (see ball in the picture). This action will modify the total travel, and the position of the loading changeover.

Example: If you move the knots downward the change from 3:1 to 2:1 gearing will happen sooner – raising the loading at an earlier point, and shortening the total speed system travel. Moving the knots up has the opposite effect – a longer easy push, but longer travel for full speed..

The ideal setting of the 2-phase changeover results in an easy 3:1 ratio while the legs are bent, and a more direct 2:1 gearing as the legs approach a straight position.

The OMEGA XALPS speed system is designed so that the profile keeps its shape over the whole angle of attack range. The profile's good qualities are therefore maintained at high speed.

Caution: The speed system is correctly adjusted when the full range can be used. This also means that the lines are not set too short. Make sure that the speed lines are only loaded when the pilot is pushing the speed system. The wing must not be preaccelerated.

Suitable harnesses

The OMEGA XALPS is certified for harnesses in the GH group (without fixed cross bracing - see section "Certification"). The harness suspension points should ideally have a spacing (carabiner distance) of ca. 45 cm (corresponding to pilot shoulder width), and a height of 40 to 48 cm.

The OMEGA XALPS is not certified or suitable for GX harnesses (with strong cross bracing). Use of such harnesses can have a bad effect on handling and extreme manoeuvre behaviour.

Weight range

The weight ranges for the two different sized gliders are given in the "Technical Data" section. The figures given here apply to total in-flight weight. This includes everything that will be flying – pilot weight, clothes and all equipment (paraglider, harness, reserves, instruments etc.). Flight at the lower or upper ends of a weight range can have some effect on the glider's flying behaviour, but does not affect your safety. We recommend that you make your first flights with a new glider in quiet conditions at a site you know. A few pull ups on easy ground will give you confidence in your OMEGA XALPS' handling, from the very beginning.

Flight characteristics

Takeoff

For its performance class the OMEGA XALPS' easy rising profile makes takeoffs surprisingly straightforward.

Forward takeoff

Even for a long line wing the OMEGA XALPS only needs a light impulse to pull up. Lead the glider up with distinct leaning forward, but without too much pull on the A risers.

After any correcting, and a quick look up, a few rapid steps with continued leaning forward will soon have you airborne, even if there's not much wind.

Reverse takeoff.

The backwards pull up is usually recommended if there's strong wind coming up, but it also works well in light wind. During the pull up the OMEGA XALPS long lines may make it advisable to walk towards the wing to control its rising speed and pressure, and thereby limit any tendency to overshoot at the top. Turning round and taking off with the OMEGA XALPS will then turn out to be easy.

Normal flight

In quiet air the OMEGA XALPS best glide is at trim speed – fully released brakes. Light braking will achieve minimum sink. In headwind, sinking air, and/or with a climb expected in the next thermal, overall A to B cross country performance can be improved by appropriate use of the speed system.

In general, we recommend an active flying technique in turbulent air.

Info: Make a point of assessing the effects of wingloading and harness by means of comparison flights. The exceptional performance of the OMEGA XALPS mainly becomes evident during accelerated flight into a headwind and – because of its balanced pitching characteristics – when it's bumpy!

Turning

The OMEGA XALPS reacts very directly and progressively to increasing steering demand. Active weightshift is also a good steering aid. The OMEGA XALPS itself maintains your chosen turn radius with a steady turn application – without needing tiresome circling corrections. Angle of bank can always be adjusted by brake position and load.

The OMEGA XALPS climbs beautifully in thermals. Because there is not a lot of pitching to correct the wing is able to climb without the hindrance of excessive brake and speed corrections, thus improving its climb performance – quite distinctly. In a thermal choose your bank angle and let the glider circle steadily in this attitude. Use outside brake as necessary to control the outside wingtip, specifically to maintain a constant rate of turn. The type of harness recommended for the OMEGA XALPS will assist you in entering and maintaining the desired steady turning. See also the section "Suitable harnesses".

If one or both brake lines were to fail for some reason the wing can be steered without problem by a light pull on a C riser.

Caution: Too hard a pull on the C risers could cause a stall!

Accelerated flight

Bear in mind that a paraglider flies at a reduced angle of attack when accelerated, and can generally be considered to be less stable at high speed. Because of the greater forces in play at high speed, collapses will be more dynamic.

Pitching movements should be kept to a minimum in order to obtain the best glide performance. For more about 'Accelerated flight' see section "Speed system".

Info: The OMEGA XALPS is a high aspect ratio 3 liner, and this makes accelerating physically easier, achieving high speed with relatively short speed line travel. Go carefully with your feet.

Collapses

Asymmetric collapse

An asymmetric collapse of more than 50% at trim speed will result in moderate yawing. In accelerated flight the higher aerodynamic forces and energy level will make an asymmetric collapse more impulsive. The yawing behaviour is more dynamic, and calls for fast defensive reaction on your part.

If you experience an asymmetric collapse keep control of your direction with careful corrective braking, then raise the air pressure in the collapsed side with brake pumping. This will speed up reopening the closed side. Don't forget the very careful braking on the good side – too much can easily stall this remaining useful wing.

Wingovers that are not flown cleanly or correctly coordinated can cause a wingtip to fold in from the side, resulting in a cravat. A cravat's high drag (at the end of the wing) can create strong spiral rotation very quickly. As an immediate priority this must be prevented by careful but adequate opposite brake. Then open the cravatted side by pulling the orange marked stabilo line.

Caution: The OMEGA XALPS was fitted with special folding lines for certification. Without these lines, deliberate side and front collapse behaviour can deviate from the EN-D guidelines, and turn out to be much more dramatic than the certified manoeuvre. In general, ADVANCE advise that such tests of your OMEGA XALPS equipment be restricted to a formal safety training environment.

Symmetrical collapse (Frontstall)

Following a spontaneous front collapse the airflow will break away from the wing profile, the canopy will stop flying and pitch back. Wait, without pulling the brakes, until the wing is back above you, and after it has returned to normal forward flight (after some delay) you can stabilise it with brake. After a big front collapse it could be that the canopy stays in a folded but stable situation. This can be corrected by well-judged, symmetric brake application. Any resulting light forward pitching should again be addressed with well-judged brake.

Caution: The OMEGA XALPS was fitted with special folding lines for certification. Without these lines deliberate side and front collapse behaviour can deviate from the EN-D guidelines, and turn out to be much more dramatic. In general, ADVANCE advise that such trials of your OMEGA XALPS equipment should be restricted to a formal safety training environment.

Fast descents

For a quick and efficient way of getting down we recommend, depending on the situation, the spiral dive or big ears (with or without speed system). You should practise fast descents from time to time – so that they don't become an emergency when required.

Tip: To lose height efficiently, and fly away from a problem zone at the same time, you can fold the OMEGA XALPS ears with the outer A lines (3A3), and then apply the speed system.

Symmetrical folding of the wingtips (Ears)

To apply this configuration pull the outer, blue-marked A lines briskly down together. This will collapse the wingtips, which will stay folded. To open them briefly brake both sides.

Caution: Do not fly spirals or sharp changes of direction with big ears applied; the increased loading carried by fewer lines can damage the structure.

Caution: 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 section «Flying with a wet paraglider».

Spiral dive

For the most comfortable way to carry out this manoeuvre we recommend a carabiner distance of 40 - 45 cm. Enter the manoeuvre by progressive increase of a steering demand. Head and field of view should be directed in the turn direction. Rotation rate, speed and centrifugal force will rise with increasing angle of bank.

Exit from this manoeuvre is carried out with a neutral sitting position and progressive release of inside brake. Care is essential with the brake release when recovering from a steep spiral dive of high vertical speed and rotation rate. This judgment is necessary to minimise the excess energy remaining when the turn stops - which can lead to a zoom climb and subsequent pitch forward. Be sure to start the recovery with plenty of height remaining above the ground. Generally, the exit takes the same amount of time as the entry, but the vertical speed will be much higher – and much more height will be used!

Caution: An OMEGA XALPS spiral dive generates very high centrifugal force on the pilot. The body could experience a gravitational acceleration value of up to 5g. An 80 kg pilot would then weigh 400 kg.

Caution: The OMEGA XALPS recovers from a spiral dive by itself ONLY if the pilot maintains a neutral sitting position. Active weightshift to the inside of the turn leads to stronger acceleration and stable rotation. In this case recovery requires active outside brake application, together with outside weightshift.

Caution: The OMEGA XALPS is certified for harnesses in group GH (without rigid cross bracing). Harnesses in group GX (with cross bracing) or those with very low suspension points can drastically alter the spiral dive behaviour. See section «Suitable harnesses».

B-Stall

The B-stall puts very high demands on the construction and profile of this paraglider. Because of its aspect ratio and 3 line levels ADVANCE do not recommend the B-Stall as an aid to descent.

Stalling

Stalling on one side (Spin)

The OMEGA XALPS warns of an impending spin with rising brake loading on the turn side. If this wing should stall, however, you will feel a marked drop in brake load. In this situation you must fully release both brakes to allow the OMEGA XALPS to return itself to normal flight.

ADVANCE do not recommend that you attempt a spin, even though this manoeuvre does not pose special difficulties for the OMEGA XALPS.

Fullstall

The fullstall is approached by progressively applying both brakes symmetrically. Airspeed will decrease and wind noise will become quieter. After reaching minimum speed the glider will enter a brief phase of constant attitude deep stall. Further brake application will cause the airflow to fully break away from the wing, which will pitch back in fullstall. To recover, the canopy must first be carefully allowed to preinflate over its whole span. To do this the brakes must be slowly released, then, when the wing is preinflated, released fully. If, at this last point, the wing has not preinflated adequately, or is allowed to go forward too quickly, wingtip cravats are possible. If a cravat occurs it is important that the OMEGA XALPS is kept flying straight by careful brake, and the cravat corrected by pulling the relevant orange-marked stabilo line down. It has not been possible to

establish stable deep stall. For more on this last subject see also section “Flying with a wet paraglider”.

Caution: Due to its high aspect ratio it has proved difficult to keep the OMEGA XALPS in the stall. After a stall allow the wing to reinflate slowly and let it start to go forward carefully before you completely release the brake lines. ADVANCE advise against subjecting your OMEGA XALPS structure to this kind of stress in SIV training.

Deep stall

It has not been possible to confirm spontaneous occurrence of stable deep stall for the OMEGA XALPS. 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 glider is already wet, the OMEGA XALPS, like every paraglider, becomes more prone to deep stall. If a paraglider succeeds in staying in deep stall you should recover by accelerating the wing using the speed system only. See also section “Flying with a wet paraglider”.

Landing

Because of its good gliding performance an OMEGA XALPS landing requires a proper circuit to set up a stable approach - steep turns and turn reversals near the ground are dangerous because they can subject the pilot to strong pendulum swings. As the ground approaches, first smoothly increase brake to reduce the rate of descent, then continue to full brake to bring the speed to zero as the feet touch the ground. At the same time be aware of pitch attitude near the ground and keep it steady. Because of the long lines, the wing has a large capacity to swing. If it is allowed to pitch forward for speed, a strong pitch back and climb can result.

Flying with a wet paraglider

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. All these actions have a small effect in reducing the angle of attack.

If the wet glider does get into deep stall, recovery can only be achieved using the speed bar. See also section «Deep stall».

Winching

The OMEGA XALPS has good takeoff behaviour, so is suitable for towing by winch. However, the ADVANCE test team have made no such tests.

Acro flying

The OMEGA XALPS is not suitable for acrobatic flying.

Paramotoring

The OMEGA XALPS is not certified for flight with a motor.

Maintenance, repairs and care

Packing

Pack your OMEGA XALPS cell to cell, so that the plastic rods at the leading edge lie as flat as possible on one another, all at the same height. This will prolong your OMEGA XALPS's life and keep its fast and excellent filling qualities at takeoff. You should randomly offset your packing centreline so that the final chordwise fold is not always along same cell. Only pack and store a dry paraglider, and avoid unnecessary compressing and tight packing. Always store your glider in a dry and dark place.

Care and maintenance

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

The life of a paraglider can be extended significantly by observing the following advice:

- Allow a wet or damp glider to dry by leaving it completely at room temperature, or outside in the shade.
- If the glider gets wet with salt (sea) water rinse it thoroughly with fresh water.
- Clean the glider only with fresh water, and a little neutral soap if necessary. Do not use solvents under any circumstances.

- If the glider has been subjected to increased stress (such as a tree landing) have it examined by an expert.
- Regularly remove sand, leaves, stones and snow from the cells. Openings with Velcro closures are provided at the wing tips for this purpose.
- Do not leave the glider out in the sun unnecessarily before and after flight (UV light).
- Do not subject the packed glider to excessive temperature fluctuations, and do ensure adequate air circulation to prevent condensation forming.
- Do not drag the glider across the ground.
- When landing, make sure that the canopy does not fall on its leading edge.

Lines

All lines on the OMEGA XALPS are uncovered; the low drag of these lines can significantly improve a paraglider's performance. A compact weave and additional coating of the threads also improves resistance to UV radiation and abrasion. Even so, uncovered lines require careful handling and some observation. A regular inspection of the glider is essential. See section «Check».

Check

A new ADVANCE paraglider must be given a check every 24 months (2 years). With intensive use (>100 flying hours per year, or excessively demanding use) an annual check is needed, after the first check. When a check is carried out the condition of all materials is assessed in accordance with strict guidelines, and tested with great care. Finally the overall condition of the glider is rated and recorded in a test report. You can find additional information about the check in this manual in the section «Service», or at www.advance.ch.

Repairs

As a general rule you should not attempt to repair a paraglider yourself. The various seams and lines are made with great precision, and, for this reason, only the manufacturer or an authorised service centre may fit identical replacement parts or replace entire cells. Exceptions to this rule are the replacement of lines and the repair of small tears (up to 5 cm) or holes in the fabric that may be glued with the self adhesive ripstop included in the repair kit. After a repair, or the replacement of a line, the glider must always be opened out and checked on the ground before the next flight.

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 that are subjected to continuous quality and environmental impact assessments. When your paraglider reaches the end of its useful life in a number of years' time, please remove all metal parts and dispose of the lines, canopy and risers in a waste incineration plant.

Technical details

OMEGA XALPS		22	24
Area flat	m2	22.8	24.8
Area projected	m2	19.44	21.13
Aspect ratio flat	m	12.58	13.12
Aspect ratio projected	m	9.92	10.34
Span flat		6.9	6.9
Span projected		5.1	5.1
Max chord	m	2.28	2.37
Min chord	m	0.44	0.45
Recommended take off weight ¹	kg	75 - 95	90 – 110
Glider weight	kg	3.25	3.4

Number of cells		63	63
Number of risers		3	3
Riser lengths	cm	43	43
Max. line lengths incl. risers	cm	769.4	800.3
Symmetric brake travel	cm	62	62
Trims		NO	NO
Max. accelerate travel	cm	16	15
Certification		EN / LTF D	EN / LTF D

1 Pilot, wing, equipment

Materials used

The large variety of raw materials we use are inspected and tested on a continuous basis. Like all ADVANCE products the OMEGA XALPS was also conceived and manufactured according to up-to-date knowledge and experience. We choose our materials very carefully, and always in keeping with the strictest demands in quality.

D1:Manufacturer

Lines:	Edelrid
Fabric:	Porcher Sport
Risers:	Polyester Technora
Quick links:	Peuguet
Suspension tabs:	Güth & Wolf
Reinforcement material:	Taian Best / Porcher Sport
Edging tape:	Porcher Sport
Sewing thread:	Ammann France

D2:Lines:

Base lines:	A-8000U-230 / 190 / 130 / 090 uncovered, 1.3mm / 1.1mm / 1.0mm / 0.9mm / 0.8mm
Gallery lines:	A-8000U-130 / 090 / 070 / 050 uncovered, 1.0mm / 0.9mm / 0.7mm / 0.5mm
Brake lines:	A-8000U-070 / 050 uncovered, 0.7mm / 0.5mm
Brake lines:	A-7850-240 / covered 1.9mm

D3:Fabric:

Top surface:	Skytex 32 Universal, 70032 E3W Skytex 27, 70000 E3H
Under surface:	Skytex 27, 70000 E3H

Ribs, Diagonals
and tension tapes: Skytex 40 Hard, 09017 E29
Intermediate ribs : Skytex 27 Hard, 70000 E91

D4:Risers:

Polyester, Technora 13mm (Dyneema 7 mm, 1000 kg, optional)

D5:Softlinks:

Peguet qwmm, SS, 30017 (DC 300, optional)

Certification

The OMEGA XALPS has EN and LTF certification. The categorization applies to all OMEGA XALPS sizes in accelerated as well as unaccelerated flight. Certification assessments can be downloaded on www.advance.ch

The category granted at certification can only give a limited indication of a paraglider's behaviour in thermal and turbulent air. The category awarded is based on deliberately provoked extreme flight situations in quiet air.

During development of an ADVANCE paraglider the priorities of the work are mainly directed at flying qualities and handling – not exclusively on passing the certification tests. The result is a well-rounded product with the familiar ADVANCE handling. But certification is an essential part of product specification, and has to be satisfactorily completed.

Folding lines

Special folding lines were fitted for the OMEGA XALPS 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. At the canopy they attach behind the air intakes, and at the lower end their three base lines connect to an extra folding line riser.

Service

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, certified by the German Hanggliding and Paragliding Federation (DHV), which has 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.ch.

The ADVANCE website

At www.advance.ch you will find detailed information about ADVANCE and its products, as well as useful addresses which you can contact if you have any questions.

Among the things you will be able to do on the website are:

- complete the warranty card online up to 10 days after purchasing the glider, enabling you to enjoy the full benefits of the ADVANCE warranty.
- find out about new safety-related knowledge and advice concerning ADVANCE products.
- download an application form in PDF format which you can use when sending your glider in for a check at ADVANCE.
- find an answer to a burning question among the FAQs (Frequently Asked Questions).
- subscribe to the ADVANCE Newsletter so that you will be regularly informed by e-mail about news and products.

It is well worth visiting the ADVANCE website regularly because the range of services offered is continually being expanded.

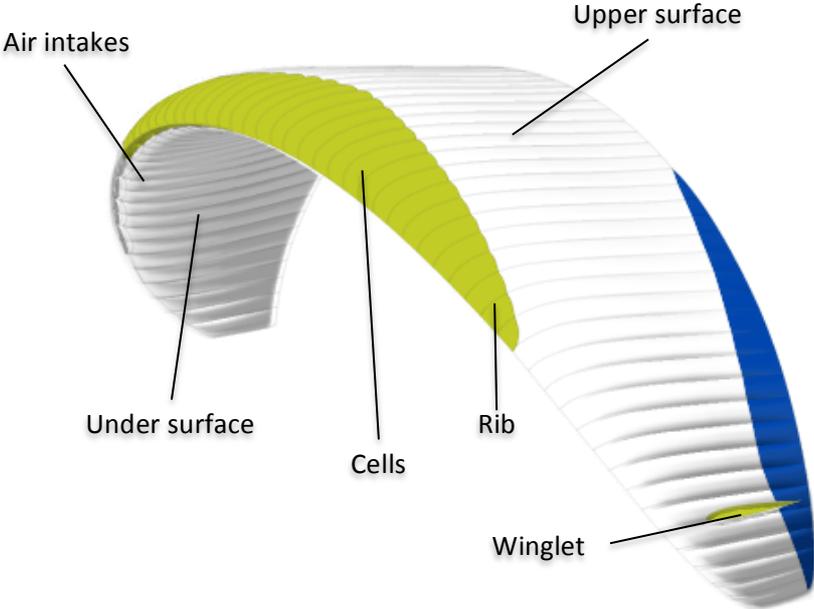
Warranty

In order to enjoy the full benefits of the ADVANCE warranty, you are requested to complete the relevant form on the website in the «Warranty» section within 10 days of purchase.

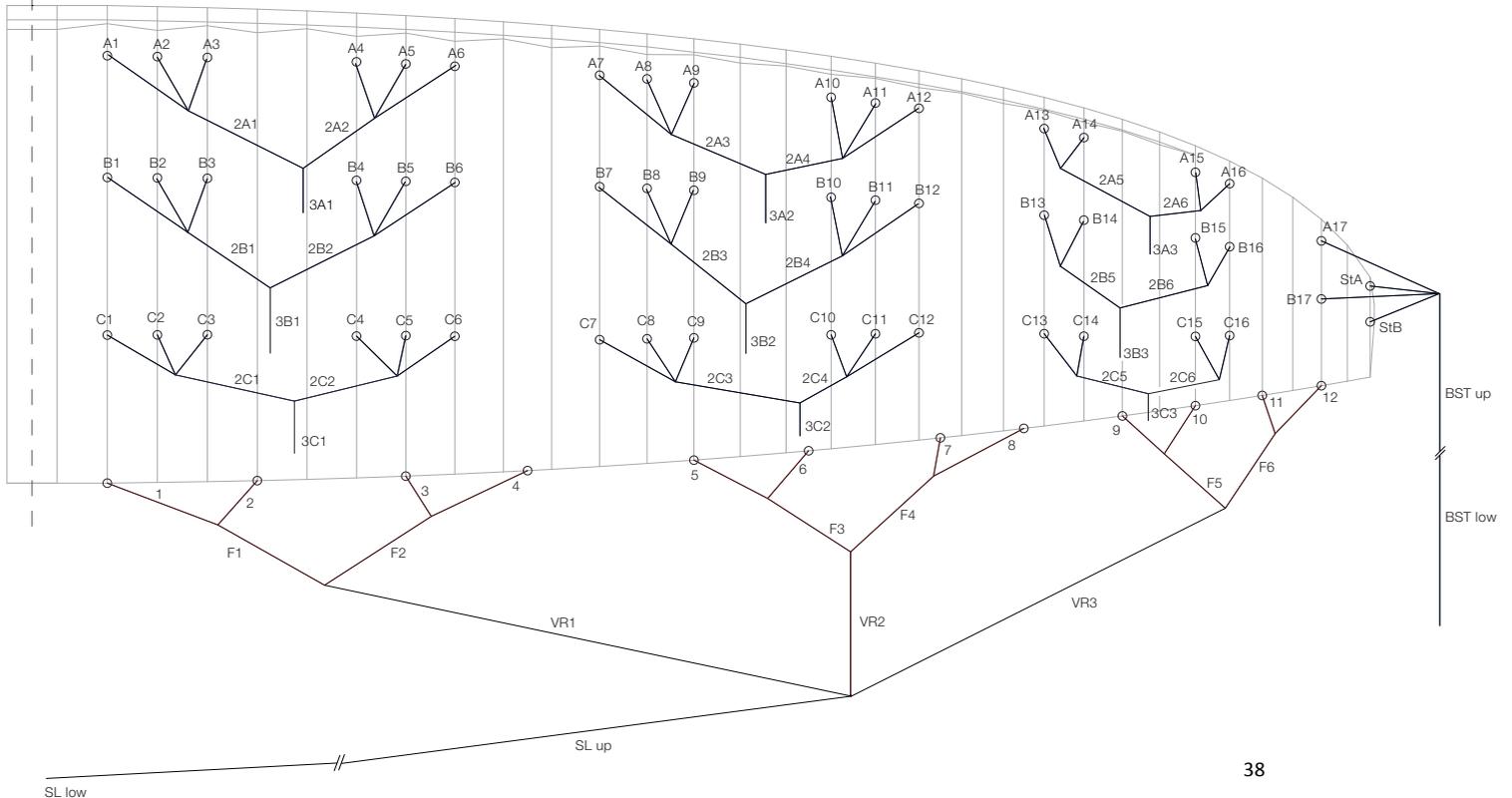
As part of the ADVANCE warranty, we undertake to rectify any defects in our products that are attributable to manufacturing faults. In order for a warranty claim to be made, ADVANCE must be notified immediately on discovery of a defect and the defective product sent in for inspection. The manufacturer will then decide how a possible manufacturing fault is to be rectified (repair, replacement of parts or replacement of the product). This warranty is valid for three years from the date of purchase of the product.

The ADVANCE warranty does not cover any claim other than those listed above. 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.

List of parts



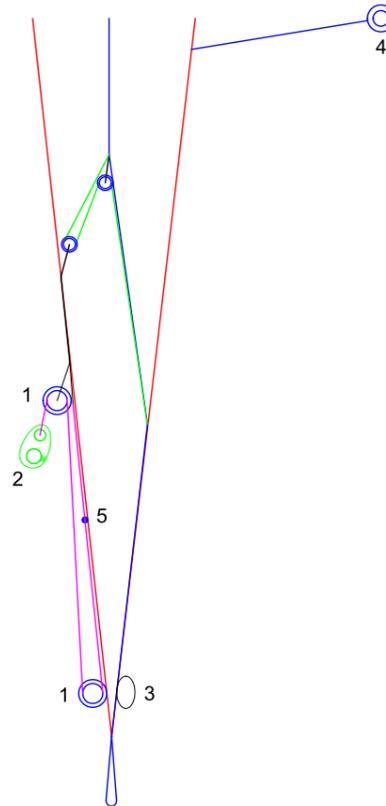
Lineplan



Risers

- 1 Speed system pulleys
- 2 Brummel hook
- 3 Elastic band for brake handle
- 4 Brake line guide
- 5 Ball for 2-phase speed system

Risers	trim	accel
A	432	282
A'		
B	430	380
C	435	435
D		
Acc.	150	mm
Trimmer	no	mm



Bowline knot

Step 1



Step 2



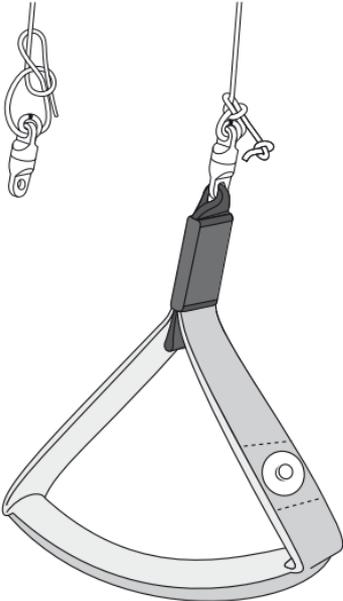
Step 3



Step 4



Step 5



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