



Ω omega



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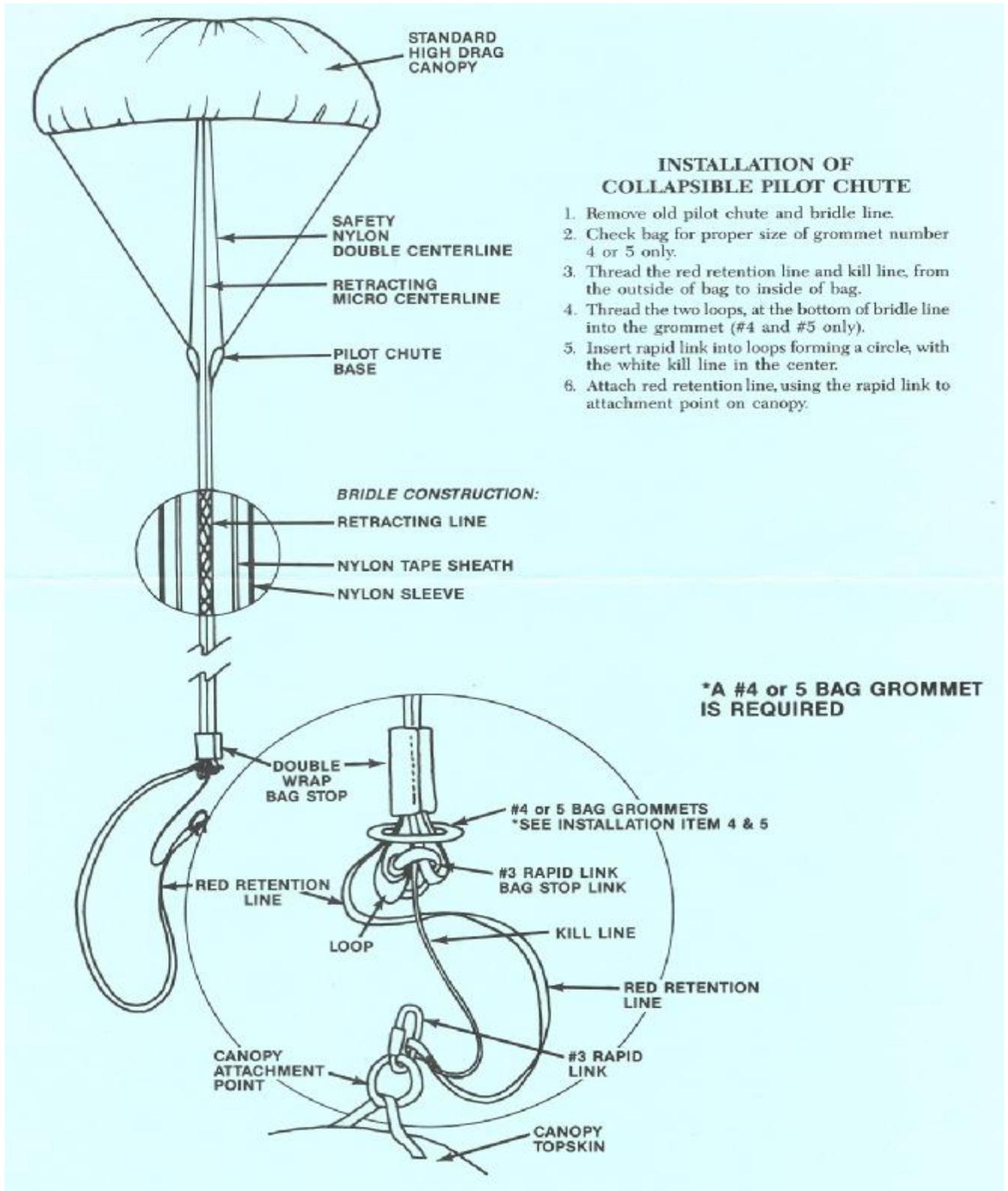


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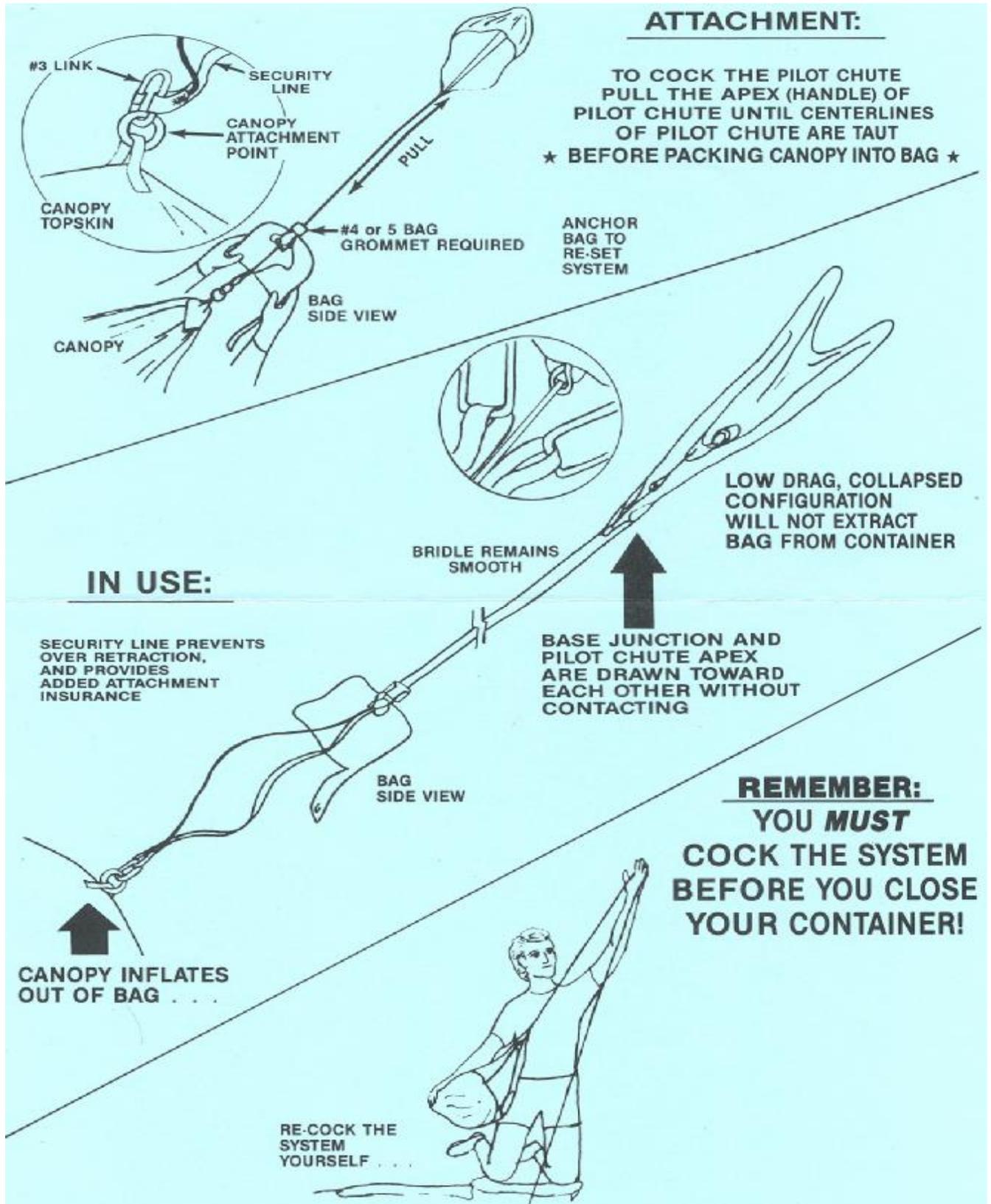


Pilot Chute Attachment



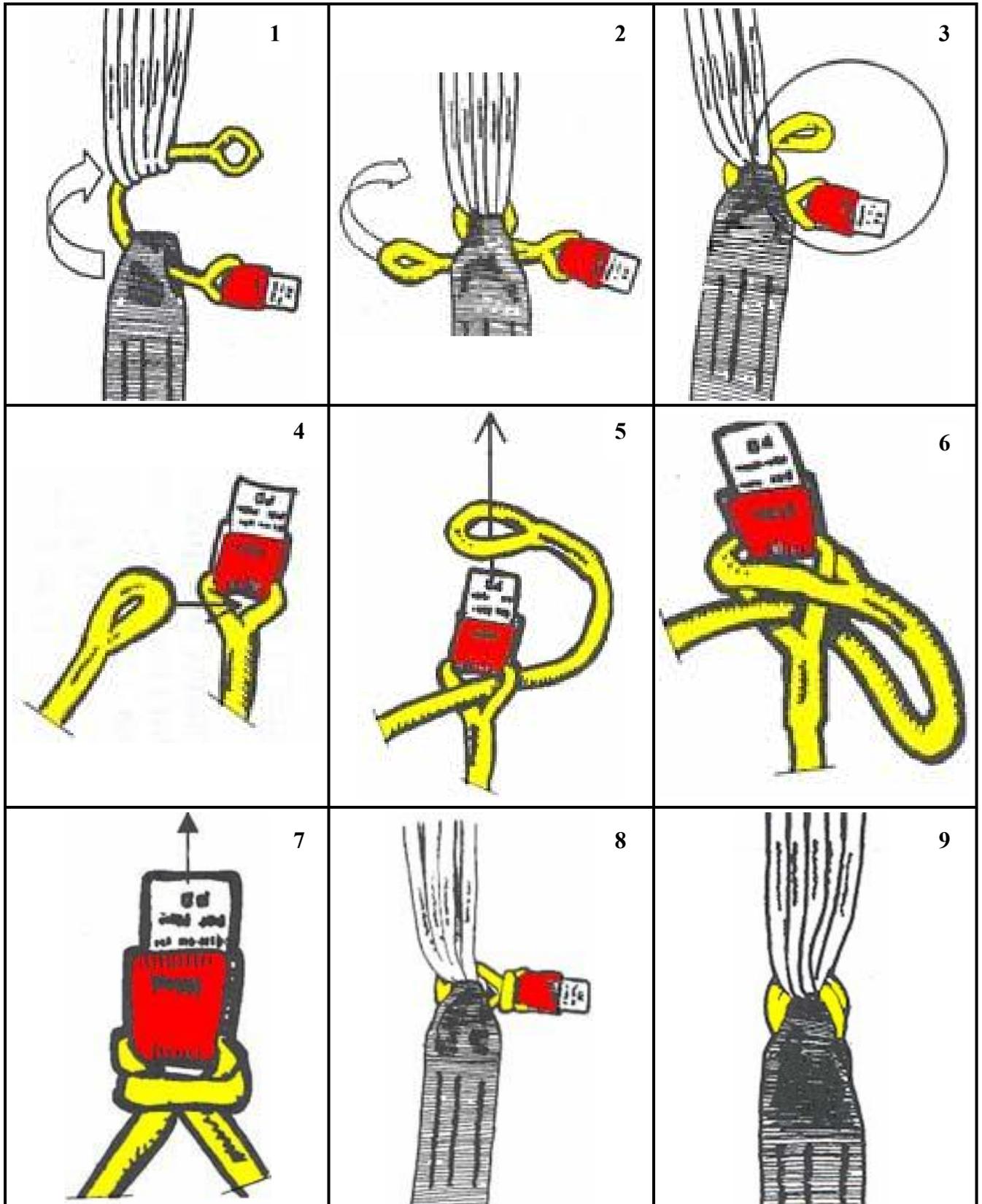


Cock Pilot Chute





Installation of Performance Designs Soft Links ©





Omega Harness-Container Description

Container Type	Main & Reserve Canopy Container
Number of Closing Flaps	6
Reserve Pilot Chute	inside
Manufacturer (LBA.G.0139 / JAR-21 G)	Performance Variable, Germany
AAD (Automatic Activation Device)	Cypres ready
RSL (Reserve Static Line)	possible, indirect single-sided
Webbing Material	Nylon Webbing Type 7 / Type 8
TSO by DAeC 1995 & LBA 2001 as NAA	TSO & JTSO – C23d # LBA.0.40.014/05 by NAA

Introduction

Please read this manual thoroughly before assembling or using your Omega, even if you've owned or jumped an Omega before.

If, after reading this manual, you still have questions concerning the Omega, please contact us. We'll be happy to help you.

TRAINING REQUIRED

If you've never jumped an Omega before, or if you're transitioning from other types of gear, be sure to receive instruction on its use from a certified instructor.

This instruction should consist of a practice session in a suspended harness or on the ground where you practice both routine and emergency procedures.

This manual is not a course of instruction on how to make a parachute jump. Nor does it contain the various regulations that govern sport parachuting and related activities.

The harness is constructed of Type-7 and Type-8 Mil-Spec. webbing and new—not reconditioned—hardware.



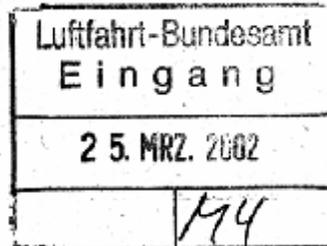
U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRCRAFT CERTIFICATION STAFF
c/o American Embassy
27, Boulevard du Regent
B-1000 Brussels, Belgium

March 18, 2002

In reply refer to: GE/vk/03/18/02: 0025-02

Mr. Steffen Engel
Luftfahrt-Bundesamt
Postfach 3054
D-38020 Braunschweig
Germany



Dear Mr. Engel:

This letter refers to Performance Variable e.K. letter dated February 5, 2002, by which they made application for Technical Standard Order (TSO) design approval. This letter also acknowledges receipt of Performance Variable e.K. Statement of Conformance dated February 5, 2002 and of LBA letter Ref. M425-40.014/05supp150202, dated February 15, 2002, certifying in accordance with FAR 21.617, that the personal parachutes listed below comply with the requirements of TSO C23d, as designated in FAR 21.305(b).

Based on the LBA certification and receipt of the required data, we hereby accept Performance Variable e.K., TSO design approval to include the personal parachutes listed below for manufacture at Performance Variable e.K., located at Flugplatz Düren, D-66798 Wallerfangen, Germany.

<u>Type</u>	<u>Description</u>
P/N Omega (XXS, XS, S, M, L, XL)	Personal parachutes
P/N Quick (120, 135, 150, 180, 220)	

This letter of TSO design approval, together with the LBA Certificate of Airworthiness for Export, will authorize Performance Variable e.K., to identify the personal parachutes with the TSO marking requirements described in FAR 21.607(d) and in TSO C23d and is issued in accordance with FAR 21.617, governing issuance of TSO design approval for import appliances. Each item must be accompanied by a Certificate of Airworthiness for Export issued by the LBA or a duly authorized designee/organization (FAR 21.502(a)).

Any deviations from the established design approval should be accomplished in accordance with FAR 21.609. The request for approval to deviate, together with all pertinent data, should be submitted to the Federal Aviation Administration (FAA) through the LBA and should contain information to show that the particular deviation is compensated for by factors or design features providing an equivalent level of safety.



The following statement must be furnished with each manufactured unit: "The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those desiring to install this article either on or within a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. If not within the TSO standards, the article may be installed only if further evaluation by the applicant documents an acceptable installation and is approved by the Administrator."

A letter of TSO design approval issued under FAR 21.617 is not transferable and is effective until surrendered, withdrawn or otherwise terminated by the FAA (FAR 21.621).

The FAA may, upon notice, withdraw the letter of TSO design approval of any manufacturer who identifies with a TSO marking any article not meeting the performance standards of the applicable TSO (FAR 21.619). The LBA airworthiness certification is essential to the determination that the item meets the performance standards of the applicable TSO.

If there are any questions, please feel free to have your staff contact Gregory A. Edwards, (Tel.: 322.508.2714).

Sincerely,

John R. Colomy
Manager, Aircraft Certification Staff
FAA-Brussels

Reference: GE/vk/03/18/02: 0025-02



BUNDESREPUBLIK DEUTSCHLAND
LUFTFAHRT-BUNDESAMT



a member of

JOINT AVIATION AUTHORITIES

JOINT TECHNICAL STANDARD ORDER (JTSO) AUTHORISATION

Pursuant to the National Regulations for the time being in force and subject to the conditions specified below, the National Aviation Authority Luftfahrt-Bundesamt in accordance with the JAA Procedures for JTSO Authorisation hereby grants

Performance Variable

Flugplatz Düren

D-44798 Wallerfangen-Düren
LBA.G.0139

a JTSO AUTHORISATION
No. **LBA.O.40.014/05 JTSO**

according to JAR-21, Subpart O and JAR-TSO,
JTSO-C23d

for

Personnel Parachute Omega () / Quick ()

DDP Omega/Quick Rev. 0 or subsequent revisions

CONDITIONS:

1. The JTSO Authorisation Holder is only authorised to identify an article with this JTSO marking whilst remaining in compliance with the conditions for the issue of this Authorisation.
2. This AUTHORISATION shall remain valid until surrendered, withdrawn or otherwise terminated.

Date of issue: 03/15/2001

Signed: 

Gömermann





BUNDESREPUBLIK DEUTSCHLAND
LUFTFAHRT-BUNDESAMT



Mitglied der
a member of the

JOINT AVIATION AUTHORITIES

GENEHMIGUNG SURKUNDE
APPROVAL CERTIFICATE

Genehmigungsnummer: LBA.G.0139

Unter Berücksichtigung der zur Zeit gültigen Rechtsvorschriften und abhängig von der Einhaltung der nachfolgend aufgeführten Bedingungen genehmigt das Luftfahrt-Bundesamt den Betrieb
Pursuant to the National Regulations for the time being in force and subject to the conditions specified below, the Luftfahrt-Bundesamt hereby certifies

**Performance Variable e. K.
Flugplatz Saarlouis Düren
66798 Wallerfangen**

als Herstellungsbetrieb gemäß JAR-21 Abschnitt G.
as a Production Organisation according to JAR-21 Subpart G.

Bedingungen:
Conditions:

1. Diese Genehmigung ist beschränkt auf den bestehend festgelegten Genehmigungsumfang, und
This approval is limited to that specified in the enclosed Terms of Approval, and
2. Diese Genehmigung erfordert die Einhaltung der in dem genehmigten Herstellungsbetriebshandbuch festgelegten Verfahren, und
This approval requires compliance with the procedures specified in the Production Organisation Exposition, and
3. Diese Genehmigung ist gültig, solange der genehmigte Herstellungsbetrieb die Vorschriften der JAR-21 Abschnitt G erfüllt.
This approval is valid whilst the approved production organisation remains in compliance with JAR-21 Subpart G.
4. Abhängig von der Erfüllung der vorstehenden Bedingungen bleibt diese Genehmigung bis zu dem im Genehmigungsumfang festgelegten Ablaufdatum gültig, es sei denn, sie wird vorzeitig zurückgegeben, einstweilig außer Kraft gesetzt oder widerrufen bzw. zurückgenommen.
Subject to compliance with the foregoing conditions, this approval shall remain valid until the termination date specified in the Terms of Approval unless the approval has previously been surrendered, suspended or revoked.

Braunschweig, den 15.03.2001
Place, Date

Im Auftrag
pp

Unterschrift
Signature

(Samek)



Description of the Omega

The Omega is a piggyback harness and container system designed for free-fall, sport and military parachuting. It is available in a wide variety of container sizes to fit practically any main or reserve canopies, either round or ram-air. It is manufactured in accordance with the FAA TSO C23d.

Main Parachute System

The main parachute system of your custom Omega was built for either a hand deploy, rip-cord or pull-out deployment. Refer to the applicable section pertaining to your deployment system.

The main canopy may be jettisoned from the harness by its patented 3-ring release system, a single point system that is activated by a soft handle located on the right main lift web.

Reserve Parachute System

The Omega reserve container can be manufactured to accept round or ram-air reserve canopies.

The reserve parachute container is held closed by a single pin. The reserve ripcord handle is made of metal and fits in a pocket on the left-hand main lift web. The reserve system accepts all popular automatic activation devices produced by Air Tec.

About Modifications

It is common for jumpers to “improve” their rigs by altering them. A high percentage of these alterations can cause malfunctions or make the rig harder to use correctly.

Typical alterations include conversion to a pull-out pilot chute, changing the dimensions of the harness, changing the length of the bridle, installing automatic activation devices and so forth.

Check with PV before you make any changes to your Omega. It was designed and built the way it is after years of testing and development. There are reasons for having things the way they are—reasons that might not be apparent at first.

Check with us before you allow any changes be made; even “insignificant” alterations may have dangerous and unforeseen effects.



Second-hand Omegas

If you obtained your Omega second-hand from a private party, be sure it is airworthy before using it. Have a rigger or loft inspected it before you jump it.

If you prefer, PV will inspect your second-hand Omega. There is a reasonable charge for this service.

If you obtain replacement parts from a source other than a PV dealer, be sure they exactly match the parts they replace. (For example, be sure the reserve ripcord is long enough. If it isn't, the rig might open prematurely.) Consult a rigger or loft whenever you replace any component of your Omega.

COMPONENTS

The Omega comes complete with these components:

- ◆ Harness and container
- ◆ Hand-deploy main pilot chute
- ◆ Main pilot chute bridle
- ◆ Main deployment bag
- ◆ Main locking loop
- ◆ Omega reserve pilot chute
- ◆ Reserve ripcord
- ◆ Reserve locking loop
- ◆ Reserve deployment free-bag
- ◆ Reserve pilot chute bridle
- ◆ Main risers and steering toggles
- ◆ 3-ring release handle
- ◆ Omega Owner's Manual



Once you are sure you have these components, check to be sure the containers are sized properly for your main and reserve canopies. Contact PV or a PV dealer to find out which canopies will fit in your Omega.

If you use components that were not supplied to the harness and container, be sure they have the correct dimensions and are made of the same materials. For instance, be sure the breakaway cables are of the proper length.

Replacement components for the Omega are readily available from the PV.

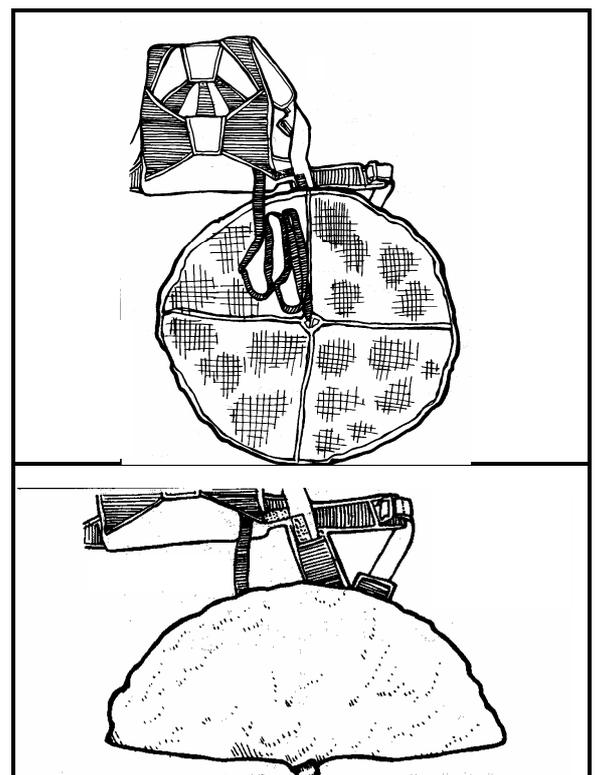
German and U.S. Federal Aviation Administration regulations require that reserve parachutes be inspected, maintained, assembled and packed by an appropriately rated rigger. Other countries may have similar regulations.

The packing data card pocket is on the back of the 3-ring cover on the left main lift web of most Omegas.

Hand-deploy Pilot Chute

Your Omega comes with a 24-inch kill-line hand-deploy pilot chute. For safe and reliable openings, you have to fold and stow your P/C accurately. Please follow the steps below:

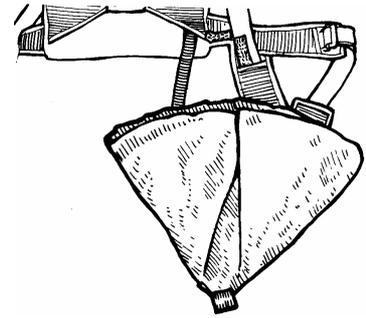
A) Lay the pilot chute (P/C) out over the leg strap, mesh side up, so the edge of the circle is at the mouth of the spandex pouch. S-fold the bridle on half of the P/C.



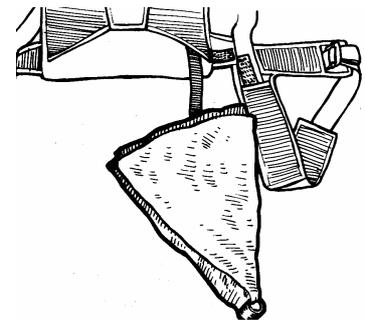
B) Fold the P/C in half over the bridle



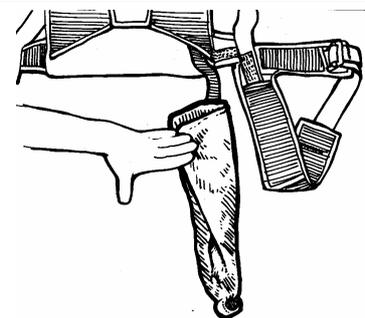
C) Bring the corners up to form a wide triangle.



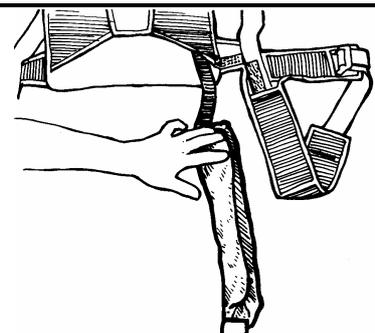
D) Fold the triangle in half, forming a smaller triangle.



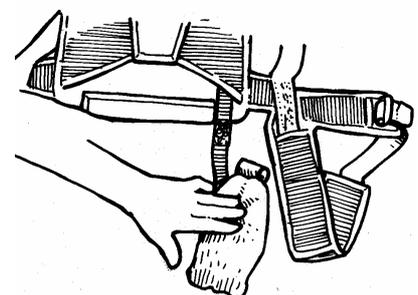
E) Fold the triangle in thirds forming a skinny triangle.



F) Fold once more in half, making a very skinny triangle.

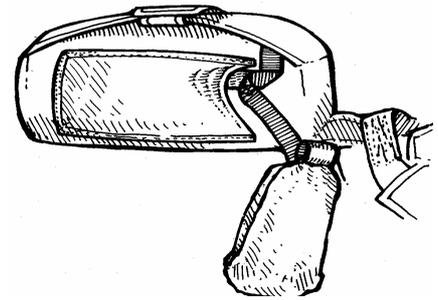


G) Now fold the pilot chute to the length of the pilot chute pouch and tuck the bridle under the rounded corner of the main container flap. Then make a 90-degree fold in the bridle.

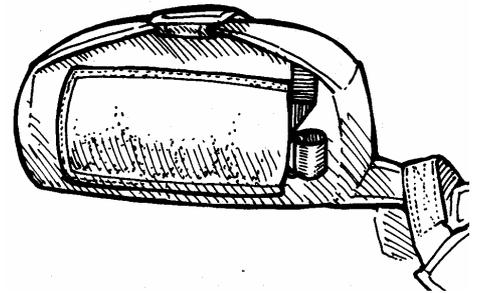




H) Before inserting the P/C into the pouch, pat the bottom of the rig to flatten-out the pouch area. Doing so will allow more room to insert the P/C and prevent a difficult extraction.



I) Insert the P/C into the pouch until only the handle is exposed. Once again, pat the pouch into a flatter shape which will reduce the amount of force necessary to extract the P/C.



! WARNING !

The force needed to extract the curved pin must not exceed 12 lbs. Adjust the length of the locking loop accordingly.

Never open the main container of a packed Omega and re-close it without removing the P/C from its pouch and extending the entire bridle. Doing so increases the likelihood of re-closing the Omega incorrectly and causing a pilot-chute-in-tow malfunction!



Maintenance and Care

INTRODUCTION

Your Omega will last longer, look better and function correctly if it is maintained. An Omega actually requires very little maintenance unless it is subjected to unusual conditions such as a jump into salt water or a muddy landing.

INSPECTION

The best approach in maintaining your rig is to periodically spend a few minutes examining every detail on it. This inspection should be done at least every month. If any wear or damage is found, have it fixed immediately. Putting off repairs might result in a malfunction.

In addition to inspecting the rig yourself, ask your rigger to inspect the entire assembly every time the reserve is repacked.

Particular attention should be given to these areas:

1. Breakaway System. Refer to the 3-ring section in this chapter for detailed information on inspecting the canopy releases.

2. Reserve System. This includes the reserve ripcord, locking loop, pins, handle, housing, container and associated stitching. You should not attempt any repairs or modifications to any of these items unless you are a rigger. You can, however, spot little problems before they become major.

3. Harness. The harness should be inspected periodically for broken stitching or frayed webbing.

4. Main Container. Inspect the plastic stiffeners in the container flaps and replace any that are broken. Replace any grommets that are badly deformed or are pulling out of their setting.

5. Main Pilot Chute. Check the center line (the length of nylon tape inside the pilot chute that extends from the handle to the base) of the main pilot chute. It must be firmly sewn at each end; there should be no broken stitches or torn fabric.

Inspect the seam that joins the pilot chute mesh to the pilot chute fabric. If the mesh is torn or badly frayed, replace the pilot chute.

6. Locking Loop. The main container is held shut with a locking loop made of nylon suspension-line sheathing. This loop is subject to wear. If it wears out and breaks, the main canopy may release prematurely and a malfunction may result. Replace the loop with a new one if wear is noticed.

CAUTION: Never jump an Omega with a worn locking loop.



7. Velcro Tape has many applications within parachuting. Even though it can eventually wear out, there exist few materials that can compete with Velcro with regard to its flexibility, adaptability and wide variety of possible applications.

8. Hook Velcro often attracts dirt, bits of grass, hair and other debris. Cleaning the hook can be facilitated with the use of a fine-tooth comb. The pile section generally remains clean but the nylon fibers tend to get pulled out of place. When you find that your Velcro is losing its adhesive qualities, it should be replaced.

Although the Performance Variable strives to find better alternatives to Velcro, there still remain some areas on the Omega where nothing else will do, namely the Velcro for the break-away handles, ripcord pockets, steering toggles and reserve static line lanyards.

Care

Your Omega is manufactured mostly from nylon. Nylon is very durable but is susceptible to damage from several sources:

1. Sunlight. The ultraviolet rays in sunlight quickly and permanently weaken nylon. Keep your Omega out of direct sunlight as much as possible.

2. Acids. Nylon is also damaged by acids. Keep your Omega away from hangar floors, dirty car trunks and similar areas where acids may be found. If such contamination does occur, immediately and thoroughly wash the rig with plenty of warm soapy water. Until a rig can be washed, baking soda will quickly neutralize most acids. If acid damage occurs or is suspected, a rigger should thoroughly inspect your Omega.

3. Oil and Grease. Most petroleum compounds do not weaken nylon; they simply stain it. Such stains should be promptly removed by a rigger using the proper petroleum solvent.

4. Water. Water will not structurally damage your Omega, but prolonged agitation in clear water weakens webbing or may cause some fabric and tape colors to run. Salt water may damage nylon and rust hardware if not promptly and thoroughly washed off with plenty of fresh water. Your rig will maintain its new appearance longer if it is kept dry.



5. Soil. Soil may damage your Omega. Brush off the soil after it has dried and gently wash with warm soapy water. Be sure that the soil is not in the housings, snaps, 3-ring releases or reserve ripcord pins or loops. Consult a rigger if your rig is heavily soiled or extremely dirty.

6. Sand. Fine sand will weaken and abrade webbing and fabrics of all kinds. Prolonged exposure to sand will shorten the life of the entire parachute assembly.

7. Abrasion. Nylon quickly frays if dragged over concrete or other rough surfaces. Do not drag your rig on the concrete while packing.

8. High Temperatures. Cumulative prolonged exposure to high temperatures (as in the trunk of a car) may weaken nylon.

FAA regulations require that reserves worn in the USA be inspected every 120 days by a certified rigger.

REQUIRED PERIODIC MAINTENANCE FOR THE 3-RING

The 3-ring release system has been in use for many years with excellent results. Although the system is as durable as the rest of the rig, it requires periodic maintenance and inspection to ensure proper operation.

Generally, it is NOT recommended that the risers be attached to the harness when new and “forgotten.” Like all skydiving gear, the 3-ring release should be carefully inspected and operated on a regular basis.

The procedures below should be done at least every month. This is especially important if the rig has not been used for a month or more, such as during the winter. Immediate inspection is required if it has been subjected to some abuse such as a drag across the runway, a water landing or exposure to a lot of dust or sand.

It's important to maintain the system even more frequently in humid, muddy or freezing conditions. If the Omega becomes immersed in mud or muddy water, clean the 3-ring release system with a mild solution of soap and water. Any rusted components must be replaced.

1. Every month operate the 3-ring release system on the ground. Extract the cable completely from the housings and disconnect the risers.

2. While the system is disassembled, closely inspect it for wear, Check the white locking loops (the ones that pass over the smallest ring and through the grommet) to be sure they are not frayed.



- 3.** Check the Velcro on the breakaway handle and main lift web to be sure it is clean and adequately holds the handle.
- 4.** Check the cable ends for a smooth finish. The ends are finished at the factory to have a smooth, tapered surface. This prevents the cable from hanging up in the loop. Check the cable ends and consult a rigger or the manufacturer if a burr or “hook” is present.
- 5.** Check the stitching, including that which holds the large rings to the harness.
- 6.** Check the 3-ring release housings for solid hand-tacking and proper stretch. The housing ends lay at the chest strap area—pull downward on these housing ends and check that they do not move downwards more than 1/2 inch. Pull the housings from the free end and expect 1-2 inches of movement.
- 7.** Take each riser and vigorously twist and flex the webbing near where it passes through each ring. The idea is to remove any set or deformation in the webbing. Do the same thing to the white loop.
- 8.** Check the housings for dents or other obstructions. Use the cable to do this.
- 9.** Clean and lubricate the release cable with a light oil such as “3-in-1” brand or silicon. Put a few drops on a paper towel and firmly wipe the cable a few times. A thin, invisible film should remain—too much will attract grit and dirt, or the oil could become tacky in cold weather. Too much oil will require more force to extract the cable during a breakaway.
- 10.** Inspect the fittings at the end of each housing. If one of these fittings were to come off the housing, a riser might release prematurely.
- 11.** If any wear is found, consult Performance Variable or a rigger before using the Omega.
- 12.** Reassemble the system. Double check it. Make sure the risers aren’t reversed.

REPLACEMENT PARTS

Performance Variable supplies replacement parts for its rigs at a reasonable cost. When ordering parts for your rig, include the serial number, type and date of manufacture of your Omega so the proper items can be quickly supplied.



Pre-jump Equipment Check

The equipment check should follow a logical order like top to bottom, front to back.

Starting at the front:

- 1.** Make sure the 3-ring system is assembled properly and free of dirt or other foreign matter.
- 2.** Check the position of the breakaway and reserve ripcord handles. Don't remove them from their pockets unless you suspect a problem, because the Velcro will wear out quickly. Insure the chest strap is not threaded through the reserve ripcord handle.
- 3.** Check the leg straps to be sure they are threaded properly (if you step into the harness), or if they are unthreaded, make sure they are not wrapped around the main lift web but hang straight (if you choose to thread them up every jump.)
- 4.** Open the reserve container pin protector flap by grasping the sides of the flap, and pulling straight up. Do not grasp the bottom edge of the flap. This will cause the end of the flap to curl up, becoming permanently deformed and more easily snagged. Upon checking the pin, it should be straight and seated well into the locking loop with the end of the pin covered by the pin protection pocket.
Note: When asking for a pin check by another jumper, brief them on the proper procedure.
- 5.** Slide the reserve ripcord cable back and forth in its housing to be sure it moves freely.
- 6.** Lift the main container pin-protector flap and check the curved locking pin. It must be at least halfway through the locking loop.
- 7.** Be sure the bridle is routed correctly from the locking pin, under the right-hand flap and into the pilot chute pouch. Routing the bridle around the leg strap will cause a pilot-chute-in-tow malfunction.
- 8.** Check the 3-ring release (breakaway) handle. It should be mated to the Velcro on the harness properly. No more than 1/2 inch of yellow cable should be visible between the breakaway handle and the cable housings.
- 9.** Calibrate and arm the AAD (if installed) according to the instructions provided by its manufacturer.



Packing Instructions for Ram-air Reserves

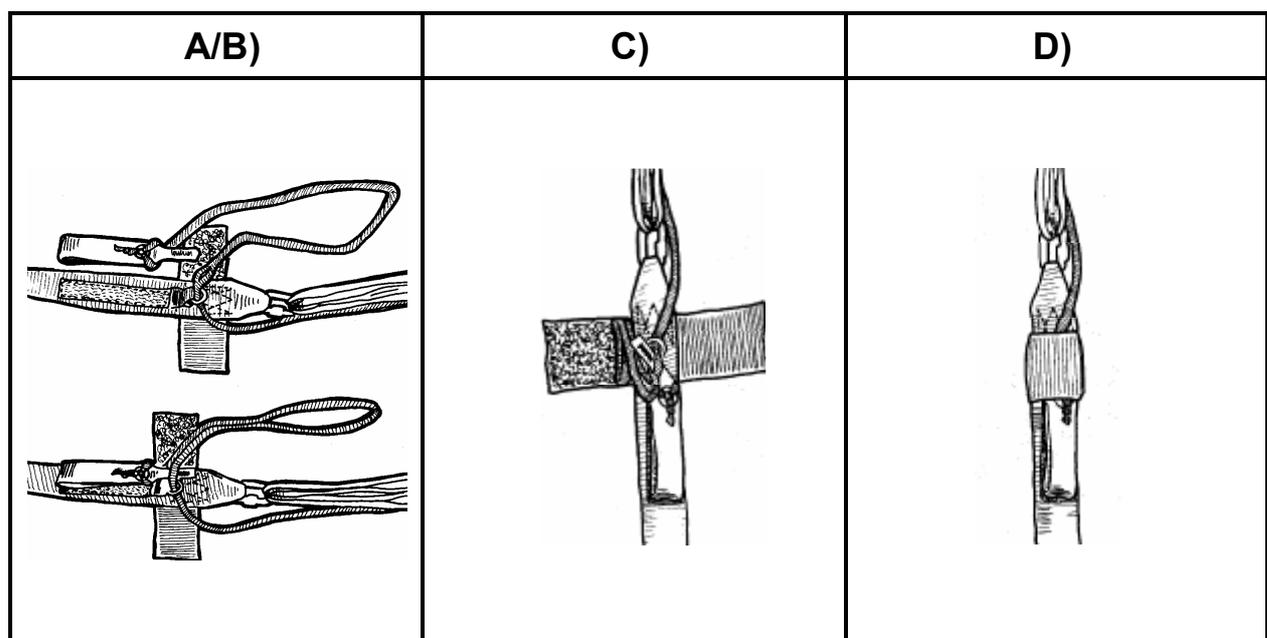
Because of the wide variety of ram-air reserve canopies available today, this manual does not contain instructions on inspecting, assembling and flaking. For these steps, the rigger must follow instructions provided by the canopy manufacturer.

Inspection

Thoroughly inspect the ripcord, pilot chute, bridle, deployment bag, canopy, lines, links, risers, harness, container and locking loops.

Setting the Brakes

- A)** Open the Velcro cover on the riser. Use the toggle to pull the right-hand steering line down until the brake loop just passes through the guide ring.
- B)** Insert the tapered end of the toggle all the way into the loop. Pull on the steering line above the guide ring to seat the toggle against the ring.
- C)** Fold the bight of the line between the toggle and the loop in 3-inch folds and lay it neatly next to the toggle.
- D)** Carefully close the Velcro cover to encase the stowed toggle and folded line. Be sure none of the steering line is caught between the layers of Velcro. Repeat the process for the left-hand toggle.





1 After the canopy is stacked on itself, unfold the top portion into two sections or small “EARS.” Dress each “EAR” neatly.

If you use a molar strap during this section of packing – do not forget to remove it – after the canopy is placed into the free-bag.



2 Carefully slide the bag over the canopy, pushing each “EAR” into the top corners of the free-bag—filling the corners evenly and leaving a tapered shape.



3 Make sure, that there is no excessive canopy material left.



4 Lock the bag closed with two bights of suspension line. A shock cord “Safety Stow” is used (running loops).





5 Stow the remainder of the suspension lines into the pouch on the underside of the bag using S-folds that extend from one side of the pouch to the other. Be sure none of the lines are trapped between the Velcro at the mouth of the pouch. **Remove the two Velcro protecting strips from the bag.**



6 Position the reserve risers in the reserve pack tray. Fan the links rather than stacking them on each other, placing the rear links to the outside. Be sure to place the reserve risers far enough in the pack tray so they will lie flat over the shoulders. Make sure that the two stowed brake line bundles on the rear risers face towards the bottom of the container. Pass the other pull-up cord through the reserve locking loop. If a pull-up cord was passed through the bag, untie it and tie the end protruding from the...



7 ..underside of the bag around both ends of the pull-up cord that was passed through the locking loop. Carefully pull on the other end to pull the locking loop through the packed canopy. Untie the other pull-up cord and set it aside. Place the bagged canopy in the pack tray—taking extra care to fill the lower corners. Then use the pull-up cord to pull the



8 ..locking loop through the bagged canopy. Secure it with a temporary locking pin. Now thread the pull-up cord through the grommet on the lower #1 bottom kicker-flap. Pull the locking loop through and secure it with the temporary locking pin – the same one you used before! Bottom kicker-flap #1 also contains the Cypres cutter.





9 Tuck all excessive free-bag material under.



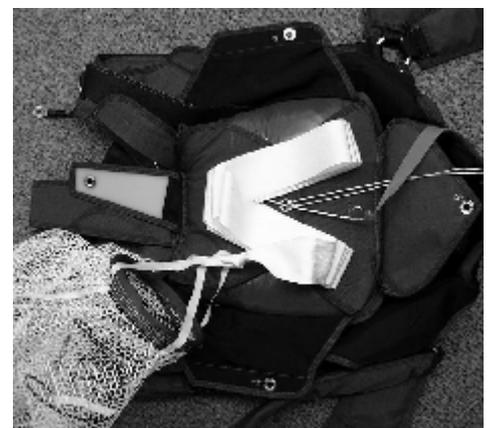
10 S-fold one third of the bridle (5-6 small folds) on top of the free-bag (underneath top flap #2) .



11 Now close top flap #2 and secure it with the temporary locking pin (TLP) you used on bottom kicker flap #1.



12 Pack one third of the remaining bridle (approx. 3 feet) by making long S-folds in the bridle from top of the bag to the bottom right hand corner as shown. Repeat the process on the left side with the remaining third of the bridle—making the S-folds from top of the bag to the left-hand corner of the container shaping a big V.





13 Make sure the pilot chute is centered over the loop, then compress it straight down and lock it with the TLP. Pull all the fabric out, away from the spring. Folding the fabric, rather than stuffing it between the coils, increases the P/C launch performance and reduces the bulk of the packed container. After pulling the fabric away from the spring, check to make sure the P/C base is centered under the crown.



14 Lay the fabric flat all around the P/C and fold it under in wide folds to the center. Fold the top and bottom first, then the sides. Keep the fabric folds out from under the open flaps. Now close the bottom #3 flap and secure it with the TLP you used before.



15 Close the right top flap #4 and secure it with the TLP you used on bottom flap #3.
Make sure that the folds in the P/C stay flat and neat.



16 Close the left top flap #5 and secure it with the TLP you used on top flap #4.
Make sure that the folds in the P/C stay flat and neat.





17 Thread the pull-up cord through the reserve top flap #6 and insert the TLP you used on flap #5.

Make sure, that the reserve static line is connected with the reserve cable.

Now replace the TLP with the reserve closing pin.

Slowly remove the pull-up cord.



18 Insert the ripcord handle into its pouch on the main lift web.

- Dress the container, seal, sign and log the reserve.

- Close the reserve pin protector flap.

- Count your tools!

CAUTION: Use a scale to determine how much force is needed to extract the reserve closing pin—8 to 12 lbs. is correct.



State-of-the-art Design by Performance Variable



Assembling and Packing the Main Parachute

The Omega is compatible with almost every parachute in common use today. The Omega is available with a variety of main container sizes. Consult PV or a PV dealer to assure the volume of your main canopy size is compatible with your Omega. Oversized or undersized canopy volumes may cause a pilot-chute-in-tow or premature opening of the main container. This manual does not provide specific instructions for folding all of the various main canopies on the market—that information must be obtained from the owner's manual for each canopy.

Since only a handful of round canopies are in use today by sport parachutists, these instructions were written for ram-air canopies. A jumper should check with a rigger for guidance on packing a round main canopy into an Omega.

Carefully inspect the main parachute for wear or manufacturing defects. Attach the main parachute to the main risers included with the Omega. Be sure the canopy is facing forward and that the lines extend from links to canopy without crossing over each other. Leaving the risers on the harness while attaching the canopy will help prevent confusion.

If the canopy uses Rapid Links, make sure the barrel nuts completely cover the threads. After hand tightening, turn the barrel 1/4 turn with the proper sized wrench.

! Warning !

Slider bumpers must be properly installed to insure that they do not interfere with proper slider functioning and deployment of the canopy. Follow the canopy manufacturer's instructions for the correct procedures for installing and securing slider bumpers.





Main Container Packing Instructions

1 Fold and pack your main canopy according to the canopy manufacturer's instructions. Be sure the canopy is folded as wide as possible so that it will fill the corners.



2 Pick the bag up by its sides and set it into the container on its line stows. Now roll the bag down into the container with its line stows against the bottom of the container.



3 Push the bag's top corners into the top of the container, so that the connector links are kept in place between the bag and the container's sides. Be sure that there are no flaps under the bag. Pull the bridle to its full length.





4 Thread a pull-up cord through the closing loop on the bottom flap and thread the pull-up cord through the grommet on the #2 top flap.



5 Now thread the pull-up cord through the grommet on the #3 flap on the right...



6 and thread the pull-up cord through the #4 flap on the left.





7 Insert the bridle's curved pin through the locking loop from right to left.

NOTE: Correct bridle routing is critical if your Omega is to function properly.

Remove the pull-up cord slowly.



8 Place the bridle under the #3 flap on the right. Fold the pilot chute and insert it into the BOC pouch (see pages 4 – 6).

Make sure that there is no excessive bridle visible between the BOC pouch and the #3 flap.



9 Make sure that your main risers are exactly placed on top of the lower closing flap of the reserve container.

Check again that there are **no main risers in direct contact with the reserve risers!**



10 And here it is—a correctly rigged Omega.



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Thanks again for choosing our product!

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