OZONE

VIBE GT

Pilot Manual - EN



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THANK YOU

Thank you for choosing Ozone.

As a team of free flying enthusiasts, competitors and adventurers, Ozone's mission is to build paragliding equipment of the highest quality. We are constantly working together to develop cutting edge designs with class leading performance and maximum security. Wings are rigorously tested and developed by our team of experienced, discerning, world-class pilots to ensure they meet your expectations and demands. The products we offer you are the ones we fly ourselves, every day.

To ensure the highest levels of quality, we manufacture all of our products in our own production facility, our unique made-to-order system means that every glider is effectively tailor-made for you. Panels are individually laser cut from a single layer to ensure the highest precision and production consistency from one wing to the next. Your wing undergoes numerous rigorous quality control checks at each and every stage of the manufacturing process to guarantee it meets the highest industry standards.

It is essential that you read this manual before flying your wing for the first time. It includes important information regarding the use and care of your paraglider. For the latest updates, including all technical datas, please refer to the latest online version.

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

Safe Flying!
Team Ozone

WARNING

- Paragliding is a potentially dangerous sport that can cause serious injury including bodily harm, paralysis and death. Flying an Ozone paraglider is undertaken with the full knowledge that paragliding involves such risks.
- As the owner of an Ozone paraglider you take exclusive responsibility for all risks associated with its use. Inappropriate use and or abuse of your equipment will increase these risks.
- Any liability claims resulting from use of this product towards the manufacturer, distributor or dealers are excluded.
- Be prepared to practice as much as you can - especially ground handling, as this is a critical aspect of paragliding. Poor control while on the ground is one of the most common causes of accidents.
- Be ready to continue your learning by attending advanced courses to follow the evolution of our sport, as techniques and materials keep improving.
- Use only certified paragliders, harnesses with protector and reserve parachutes that are free from modification, and use them only within their certified weight ranges. Please remember that flying a glider outside its certified configuration may jeopardise any insurance (e.g. liability, life etc) you may have. It is your responsibility to verify your insurance cover.
- Make sure you complete a thorough daily and preflight inspection of all of your equipment. Never attempt flying with unsuitable or damaged equipment.
- Always wear a helmet, gloves and suitable footwear.
- Pilots should have the appropriate level of license for their respective country and third party insurance.
- Make sure that you are physically and mentally healthy before flying.
- Choose the correct wing, harness and conditions for your level of experience.
- Pay special attention to the terrain you will be flying and the weather conditions before you launch. If you are unsure, do not fly and always add a large safety margin to all your decisions.
- NEVER fly your glider in rain, snow, strong wind, turbulent weather conditions or clouds.
- If you use good, safe judgment you will enjoy many years of paragliding.

YOUR VIBE GT

The original Vibe redefined performance and fun in 2003. The new Vibe GT brings that legacy into the modern era — positioned precisely in the middle of the EN B category between the Buzz and the Rush, it delivers exceptional XC performance and innovative new features in an accessible package. It offers the trusted Ozone performance in an easy-to-fly package, designed to maximise enjoyment and deliver a simple, joyful flying experience that always puts a smile on your face.

With an aspect ratio of 5.45 and 55 cells, the Vibe GT is centred in the Ozone EN B range of wings, ideal for pilots ready to step beyond entry-level performance. Every element of the Vibe GT has been optimised for efficiency and cohesion. A low drag line plan, double 3D shaping, an advanced internal structure, and an exceptionally clean leading edge all combine for high aerodynamic efficiency. Mini-ribs refine the trailing edge for reduced drag and sharper brake response. A higher arc, combined with winglets, increases sail tension and turn authority while improving side-collapse behaviour and ensuring predictable spiral characteristics — a critical quality in the mid-B class. The result is a wing that feels compact, direct, and coordinated in active air. Part of the GT range, the Vibe GT combines reduced sail weight with everyday durability. Lower mass improves inflation, handling precision, and collapse behaviour while maintaining long-term robustness.

The Vibe GT features a new fully developed rear-riser steering system delivering 2-liner-style AoA control. This system allows accurate pitch control on bar without profile distortion, improving efficiency across the speed range and giving pilots refined pitch authority when accelerated. It offers a direct pathway toward 2-line techniques while retaining the comfort and security of a 3-line platform. No previous 3-liner in this class has delivered this level of rear-riser precision.

Efficient, playful, and composed, the Vibe GT handling is beautifully coordinated. Turn initiation is clean and progressive, with excellent roll authority and balanced yaw response. It cores efficiently, holds bank angles naturally, and transitions smoothly between thermals and glides. Reduced sail inertia — thanks to the GT semi-light construction — increases responsiveness and amplifies the sense of connection to the air.

Glide efficiency is strong throughout the speed range, and the rear-steering system enhances control and efficiency when accelerated. Drag reduction through refined line architecture, winglet integration, and clean trailing edge construction translates directly into measurable gains in glide and usable speed.

The Vibe GT is the natural progression for pilots stepping up from EN A or low EN B wings and for more experienced pilots wanting a safe, simple pleasurable wing without stepping into the demands of higher categories.

Rucksack

A choice of optional rucksacks are available for your wing. We have a large range suited for many applications - from large competition bags to accommodate modern competition harnesses to small lightweight compact designs suited for lightweight harnesses and hike & fly. You can choose from any of them at the time of order, or decide to not take one and re-use your old rucksack.

Risers

The Vibe GT has been designed with 3 risers per side and feature adjustable C handles and a foot operated accelerator system. They do not feature trimmers.

The risers feature the updated Active Control Risers (ACR) for full control whilst accelerated. Acting on both the B and C risers, this new innovative system offers direct, efficient angle of attack control - without deforming the profile. The intuitive feel and feedback from the risers allows the pilot to increase the solidity of the wing whilst accelerated in turbulent air.

Brake Lines

The brake line lengths have been set carefully during testing. We feel it is better to fly with a wrap (one turn of the handle around the hand), for greater turn authority in the thermals and better overall control. Shortening the brakes from the factory setting will affect the trailing edge at full speed, so we strongly recommend to not do so. As the wing ages, the brakes will naturally reduce in length, so it is possible that they will require lengthening at some stage. When adjusting the brake lengths please keep in mind the following:

- Ensure both main brake lines are of equal length.
- If a brake handle has been removed, check the main brake line is routed through the pulley when replacing the handle. Use a bowline knot.
- When the brakes are fully released in flight, the brake lines should be slack. There must be a minimum of around 10cm of free play before the brakes begin to deform the trailing edge and a substantial bow to guarantee no deformation of the trailing edge when accelerated.
- If you lower the C handle position from the factory settings you must lengthen the brake line lengths accordingly. However, if you raise the handles DO NOT shorten the brake lengths.

IMPORTANT

In the unlikely event of a brake line snapping in flight, or a handle becoming detached, the glider can be flown by gently pulling the rear risers (C-risers) for directional control.

If you lower the position of the C handles you must lengthen the brake lines accordingly.

LIMITATIONS

Pilot Ability

The Vibe GT has been designed as a solo sports XC wing and is suitable for intermediate to experienced pilots only. It is NOT suitable for beginner pilots, aerobatic manoeuvres, training or tandem flights. The Vibe GT is an ideal second wing and perfect for progressing pilots to discover XC, SIV and more.

Certification

The Vibe GT is certified EN B in all sizes. Compliance of the test sample's suspension lines, brake lines and risers were checked by the testing laboratory after the test flights were completed.

Total Weight in flight

Each Ozone glider has been designed and certified for a defined weight range. We strongly recommend that you respect these weight ranges. If you are between sizes the following information may help you make a decision as to which size to buy:

- For the most precise and dynamic handling or if you generally fly in mountains and/or in strong conditions, you should chose to fly near the top part of the weight range.
- If you want a better sink rate, or if you generally fly in flat lands and/or in weaker conditions, you may choose to fly nearer the middle part of the weight range. Remember, you can always add ballast when conditions are stronger.
- It is not recommended to fly at the very bottom of the weight range.

Towing

The Vibe GT may be tow-launched. It is the pilot's responsibility to use suitable harness attachments and release mechanisms and to ensure that they are correctly trained on the equipment and system employed. All tow pilots should be qualified to tow, use a qualified tow operator with proper, certified equipment, and make sure all towing regulations are observed. When towing you must be certain that the paraglider is completely over your head before you start. In each case the maximum tow force needs to correspond to the body weight of the pilot.

SIV

The Vibe GT was certified without the use of collapse lines, therefore induced collapses can be performed normally and safely during SIV.

Flying in the Rain

Modern wings are susceptible to rain and moisture, flying with a wet wing can result in the loss of normal flight.

Due to the efficient, wrinkle-free design of the sail, water tends to bead on the leading edge causing flow separation. Flow separation will make the wing more prone to entering inadvertent parachutal stalls, so flying in the rain, or with a wet wing (e.g early morning dew) should be avoided at all costs.

If you are accidently caught-out in a rain shower, it is best to land immediately. If your wing becomes wet in the air it is advised to maintain accelerated flight using the speed bar, even during the final approach. DO NOT use big ears as a descent technique, big ears increases drag, and with a wet wing this will further increase the chances of a parachutal stall occurring. Instead, lose height with gentle 360's and maintain your air speed at all times. If your wing enters parachutal stall when wet, immediately accelerate the wing with the speed bar to regain airspeed.

IMPORTANT
Never fly in the rain or with a wet glider.

PREPARATION

Accelerator System

Attach the speed system lines to the accelerator system on the risers with the Brummel hooks. Alternatively they can be bypassed with the speed system attached directly to the riser accelerator lines using a larks foot.

There must be enough slack in the speed system to ensure the A risers are not inadvertently pulled during normal trim speed flight, but not so long that it is impossible to use the full speed range of the glider.

Maximum speed is achieved when the pulleys overlap. Pushing the speed system beyond this point will not increase the speed.

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

IMPORTANT
Using the accelerator decreases the angle of attack and makes the wing more prone to collapse, therefore using the accelerator near the ground or in turbulent conditions should be avoided.

Harness

It is important to set up your harness correctly before flying the wing. Make sure to spend time adjusting your harness's different settings until you are completely comfortable. Depending on the size of the wing, we recommend a chest strap setting between 42cm and 48cm (measured between the centre of the hang points). The XS & S sizes were certified with a chest strap set to around 40-42cm, the MS/ML between 44-46cm, and the L & XL between 46-48cm. Do not fly with a chest strap setting too tight (below 42cm) or too wide (above 48cm) as this will affect the behaviour and feedback of the wing.

The wing has been certified with a standard seated harness. Using a pod harness in a laid back supine position does not invalidate the certification but it may have an influence on the behaviour of the wing. Pod harnesses increase the risk of twists occurring during a large asymmetric collapse.

Wing

To prepare the wing, lay it out on the top surface and perform a thorough daily check. You should inspect the top and bottom surfaces for any rips and tears or any other obvious signs of damage. Lay out the lines one side at a time, hold up the risers and starting with the brake lines, pull all lines clear. Repeat with the B and A lines, including the upper C's laying the checked lines on top of the previous set. Make sure no lines are tangled, knotted or snagged. Mirror the process on the other side and then inspect the lines for any visual damage.

Inspect the risers for any signs of obvious damage or wear. Ensure they are not twisted, pay particular attention to the Dyneema AR3 risers as these are easily twisted.

Take-off checklist:

1. Check reserve parachute - pin is in and handle secure
2. Helmet on and fastened
3. All harness buckles closed - check leg-loops again
4. Risers connected to the harness correctly with carabiners and maillons tight
5. Accelerator system connected
6. Holding the A risers and your brake handles correctly
7. Leading edge open
8. Aligned in the middle of the wing and directly into wind
9. Airspace and visibility clear

BASIC FLIGHT TECHNIQUES

Launching

Your Vibe GT will launch with either the forward or reverse technique. The wing should be laid out in a pronounced arc, with the centre of the wing higher than the tips.

Forward Launch - Nil to Light winds

When the wind is favourable, whilst gently holding the central A risers move forward positively, your lines should become tight within one or two steps and the Vibe GT will immediately start to inflate. You should maintain a constant pressure on the risers until the wing is overhead. Do not pull down or push the risers forward excessively, or the leading edge will deform and possibly collapse.

Move smoothly throughout the entire launch, do not rush or snatch at it. Once above your head look up and check the canopy is fully inflated and there are no knots in the lines before committing yourself to the launch run.

Reverse Launch - Light to Strong Winds

Lay out your wing as you would for the forward launch. Turn to face it by passing one entire set of risers over your head as you turn. Inflate the glider using your body weight and the A-risers. Once the wing is overhead, release the risers, brake gently if necessary, turn and launch. In stronger winds, be prepared to take a few steps towards the glider as it inflates. This will take some of the energy out of the wing and it will be less likely to overfly you or pick you off your feet.

IMPORTANT
Never take off with a glider that is not fully inflated or if you are not in control of the pitch/roll of your wing.

Speed to Fly

The Vibe GT achieves its best glide in still air at trim speed. To maximise glide ratio when gliding downwind or when the air is not excessively sinking fly at trim speed or slightly slower by applying gentle pressure on the B risers. To penetrate better in headwinds and improve the glide ratio in sinking air, crosswinds or headwinds you should fly faster than trim speed using the accelerator. Using up to half bar does not degrade the glide angle or stability significantly and will improve your efficiency.

At full speed the Vibe GT is fast, we recommend to only fly at full speed when absolutely necessary, such as when on final glide during a competition or when flying towards a strong thermal. 3/4 speed should suffice in most normal XC conditions.

IMPORTANT
Never apply the brakes whilst using the speed system - it makes the wing more prone to collapse.

Always pilot the wing with the C risers whilst accelerated and do not fly full speed close to the ground or in turbulent conditions.

By applying approximately 20cm of brakes the Vibe GT will achieve its Minimum-Sink rate; this is the speed to use for thermalling and ridge soaring.

Turning

To familiarize yourself with the Vibe GT your first turns should be gradual and progressive. To make efficient and coordinated turns, first check the airspace is clear and then lean in the direction you want to go. The first input for directional change should be weight-shift, followed by a smooth application of the brake until the desired bank angle is achieved. To regulate the speed and radius of the turn, coordinate your weight shift and use both the outer and inner brake.

IMPORTANT
Never initiate a turn at minimum speed (i.e. with full brakes on) as you could risk entering a spin.

Active Flying

To minimize the likelihood of suffering collapses in turbulent conditions, it is essential to fly the wing actively. The aim of active flying is to maintain a constant pressure and pitch control of the wing. If you feel a reduction or loss of pressure quickly apply the brakes until you feel normal pressure again. Once you have normal pressure, raise the hands back to the original position. Avoid flying with continuous amounts of deep brake in rough air as you could inadvertently stall the wing - always consider your airspeed. These subtle adjustments will help keep the glider flying smoothly directly above you and dramatically reduce the likelihood of a collapse. If the glider pitches in front of you, use the brakes to slow it down. Equally, if the glider drops behind you, release the brakes to allow it to speed up, but be ready to anticipate the following pitch forward. The goal is to maintain the wing directly overhead with a constant level of internal pressure.

When the conditions are turbulent, be more active and anticipate the movements of your wing, always be aware of your altitude and do not over-react.

We strongly advise you to keep hold of your brakes at all times and to not fly in turbulent conditions.

IMPORTANT
Always keep hold of your brakes. Do not fly in turbulent conditions

Active Riser control

The Vibe GT features updated Active Control Risers (ACR) that acts on both the B and C risers for an improved feel and intuitive angle of attack control over the wing. This enables you to fly actively without using the brakes. Using brakes whilst accelerated causes drag, not only is this inefficient but it also reduces the inherent stability of the profile whilst using the ACR risers increases the angle of attack more evenly across the chord and does not weaken the profile. The direct feel allows you to stop collapses before they happen and maintain higher speeds and higher levels of efficiency through turbulence.

To fly with the risers, keep hold of your brake handles (remove any wraps) and take hold of the ACR handles located on the C risers. If you see or feel the leading edge lose pressure, at the same time as releasing some or all of the accelerator you can also apply pressure to help keep the nose open. The amount of pressure and size of the input is dependent on the amount of turbulence/loss of pressure, but always be gentle at first or you risk stalling part or all of the wing if you are over enthusiastic. Learn the feel of the wing - how much speed bar to release and the force required on the risers to keep the nose open without inducing unnecessarily large pitch movements.

ACR control is very effective throughout the speed range, in strong turbulence we recommend to control the pitch of the wing actively using a combination of the speed bar and ACR input. If you feel the nose of the wing start to collapse or pitch forward whilst accelerated the first action should be to release the speed bar impulsively and then make any necessary riser input. Using the combined active speed bar/ACR control technique you will be able to maximise your speed and efficiency whilst minimising the likelihood of collapses.

This control method is suitable for gliding in good ‘normal’ air, it does not replace proper active flying with the brakes in strong turbulent conditions. If you are unsure about the air, return the glider to trim speed, release the risers and fly the glider actively with the brakes.

IMPORTANT

Always take hold of the C risers during accelerated flight.

Landing

The Vibe GT shows no unusual landing characteristics but as a reminder, here are some tips:

- Always set up for your landing early, give yourself plenty of options and a safe margin for error.
- Once below 30 metres avoid turning tightly as the glider will have to dive to accelerate back to normal flight. If you are at low altitude, or if you hit sink, this could mean you hit the ground harder than necessary.
- Lean forward out of your harness before the actual landing (especially if it's turbulent), with your weight leaning forward against the chest strap, and make sure your legs are ready for the landing and a possible PLF (parachute landing fall).
- Allow the glider to fly at hands up (trim) speed for your final descent until you are around 1 metre above the ground (in windy or turbulent conditions you must fly the glider actively all the way). Apply the brakes slowly and progressively to slow the glider down until groundspeed has been reduced to a minimum and you are able to step onto the ground.
- In light winds/zero wind you need a strong, long and progressive flare to bleed off all your excess ground speed. In strong winds your forward speed is already low so you are flaring only to soften the landing. A strong flare may result in the glider climbing upwards and backwards quickly, leaving you in a vulnerable position.
- If the glider does begin to climb, ease off the brakes (10-20cm) - do not put your hands up all the way - then flare again, but more gently this time. Keep the brakes at mid speed, stand up, be ready to run and make sure you brake fully as you arrive on the ground.
- Choose the appropriate approach style in function of the landing area and the conditions.
- In strong winds you need to turn towards the glider the second your feet touch the ground. Once facing the wing pull smoothly and symmetrically down on the brakes to stall the wing. If the glider pulls you, run toward it.
- If the wind is very strong, and you feel you might be dragged, or lifted again, stall the glider with the B risers. This stalls the wing in a very quick and controllable way and will drag you less than if you use the brakes.
- Always land heading into wind!

RAPID DESCENT TECHNIQUES

Big Ears

Folding in the wing tips increases the sink rate without radically changing the airspeed. Although mostly pointless with this type of wing, big ears can be useful for staying out of cloud or descending through the lift band of the hill, for example when top landing. As a means of descent though, it is better to find some sinking air and make steep turns.

To pull big ears, keep hold of your brakes and pull down on the AR3 line on each side until the wing tips fold under. The size of the big ears can be adjusted by pulling more line, or reaching higher up the line.

Directional control while using the ears should be with weight shift.

Once the ears are engaged you can further increase the sink rate by pushing the accelerator. Whilst it is possible to enter a spiral dive whilst holding in the ears, the high forces applied to the lower lines could exceed the breaking strain, leading to equipment failure!

Ozone strongly recommend to NOT perform Spiral Dives with the Big Ears engaged.

To reopen the ears, release the lines at the same time. To help reinflation, if necessary brake gently one side at a time until tips open and regain pressure. Avoid deep symmetric applications of the brake as this could accidently induce parachutal or full stalls.

DO NOT perform spiral dives with the big ears engaged.

B-Line Stall

B-stall is for fast descents in emergency situations only, sink rates of around 6 m/s can be achieved. It is however faster and safer to lose altitude with a spiral dive than a B-stall.

To initiate the B-stall, keep the brakes in your hand and take hold of both the B risers near the maillons. Pull down firmly - there is a lot of pressure so it requires a reasonably amount of force. As you pull the B-lines the airflow over the wing is broken and the glider loses its forward speed but remains open with a reduced cord. Once the wing is in B stall, maintain your position. Make sure to pull symmetrically otherwise the wing can rotate during the B stall, if this occurs pull the opposite side to stop the rotation or release the B risers to resume normal flight. If you pull too much B-line the glider may horseshoe and move around a lot. If this occurs, slowly release the B lines until the wing

stabilises or simply exit the B line stall by immediately releasing the B risers. Do not attempt to maintain a B line stall that is not stable.

To exit the B-stall the B-risers should be released symmetrically and in one smooth, progressive motion. The glider will resume normal forward flight without further input. Check you have forward flight again before using the brakes.

Spiral Dives

The spiral dive is the most effective form of rapid descent. To initiate a spiral, look and lean in to the direction you want to turn, then smoothly and progressively pull down on the inside brake. The Vibe GT will first turn almost 360 degrees before it drops into the spiral. Once in the spiral you should re-centre your weight shift and apply a little outside brake to keep the outer wing tip pressured and inflated.

Safe descent rates of more than 10m/s are possible, but at these rates the associated high speeds and g-forces can be disorientating. Always pay particular attention to your altitude.

To exit the spiral dive, smoothly weight shift in the opposite direction of the spiral and smoothly release the inside brake whilst applying the outside brake. It is possible for the Vibe GT to remain neutral in a spiral dive, always be prepared to pilot the wing out of a spiral dive. To do so, use opposite weight shift and smoothly apply enough outside brake until the wing starts to decelerate, the glider will then start to resume normal flight. Recovering from a spiral with hard or quick opposite inputs will result in an aggressive climb and surge and is not recommended. Always be prepared to manage the energy, allow it to continue to turn until enough energy is lost for it to return to level flight without an excessive climb and surge.

Never perform spiral dives close to the ground.

Remember the spiral dive should be used in emergency situations only, excessive use of the spiral may result in an asymmetry in the lines and will put unnecessary strain on the canopy reducing the performance.

IMPORTANT

Always be prepared to pilot the wing out of a spiral dive. Use opposite weight shift and apply enough outside brake to stop the wing from spiralling.

INCIDENTS IN FLIGHT

Deflations

No pilot or wing is immune to deflations, however correct active flying will reduce the chances significantly.

Asymmetric collapses should be controlled by first weight shifting away from the collapse, fly away from the ground, obstacles and other pilots. Apply enough opposite brake to control your direction, this action alone will be enough to start the recovery process. In your efforts to stop the glider turning towards the collapse be very careful not to stall the flying side. If you are unable to stop the glider turning without exceeding the stall point, allow the glider to turn during the reinflation process.

If the deflation does not spontaneously reinflate make a deep, smooth, progressive input on the deflated side. Pumping too short and fast will not reinflate the wing and pumping too slow might take the glider close to, or beyond, the stall point.

Symmetric front collapses normally reinflate without pilot input, however 15 to 20cm of brake applied symmetrically, and immediately will speed the process. After a symmetric collapse always consider your airspeed. Make sure the glider is not in parachutal stall before making any further inputs.

If your Vibe GT collapses in accelerated flight, immediately release the accelerator and manage the collapse using the methods described above.

IMPORTANT

Never apply the brakes whilst using the speed system - it makes the wing more prone to collapse.

Cravats

Cravats are when the wing tips become trapped within the lines and can result in the wing entering a spiral dive if not addressed correctly. The first action should be to stabilise the glider, i.e get control of your direction using opposite weight shift and brake input. Large cravats may require the wing to continue turning to avoid stalling the flying side. Once you have control of the spiral use strong deep pumps of the brake on the cravated side to try to free the tips. When doing so it is important to lean away from the cravat otherwise you risk spinning or deepening the spiral. The aim is to empty the air out of the wing tip, without

spinning. Correctly done, this action will clear the cravat quickly, it is the most efficient and effective method. You can also try collapsing the wing tip by pulling on the AR3 line, this can help free small stubborn wing tip cravats. Whichever method you use, be careful with any brake inputs to not stall the opposite side.

If it is a very large cravat and the above options have not worked then a full stall is the next option. Only attempt this if you have enough altitude.

Remember if the rotation is accelerating and you are unable to control it, throw your reserve parachute immediately whilst you still have enough altitude.

Deep Stall / Parachutal Stall

It is possible for gliders to enter a parachutal stall, this normally occurs when flying with too much brake, after a front collapse or when flying with a wet wing. If the wing is out of trim this can also be a contributing factor.

If the wing enters a parachutal stall, your first reaction should be to fully raise both hands. This allows the glider to return to normal flight but If nothing happens after a few seconds, apply the speed bar to encourage the wing to regain normal flight. Ensure the glider has returned to normal flight (check your airspeed) before you use the brakes again.

Do not fly in rain, doing so significantly increases the likelihood of parachutal stalls occurring. To reduce the chance of stalling in rain avoid using deep brake movements or big ears. Find a safe area to land and using the speed bar, maintain a good airspeed at all times.

IMPORTANT
Never fly in the rain or with a wet glider.

IMPORTANT
Only a few cms of input from your brakes can maintain your wing in the stall. Always release your wraps if you have taken them!

CARE AND MAINTENANCE

Packing

To prolong the life of your wing and to keep the plastic reinforcements in the best possible condition it is very important to pack the wing carefully. We recommend to use the concertina packing method exactly as shown so that all of the cells rest alongside each other and the plastic reinforcements are not unnecessarily bent. It is also good practice to use your helmet or the harness itself to reduce the angle of the leading edge fold, this will help to preserve the plastic reinforcements. Using the Ozone Concerto pack will help preserve the life of the wing and aid with the speed and ease of packing.

Step 1. Lay the mushroomed wing on the ground or on the Concerto pack if you are using one. It is best to start from the mushroomed position as this reduces the dragging of the leading edge across the ground.





Step 2. Group leading edge (LE) plastic reinforcements with the A tabs roughly aligned. Make sure the plastic reinforcements lay side by side. Note the glider is NOT folded in half; it is folded as a complete concertina from wing tip to wing tip.

Step 3. Group together the middle and the trailing edge (TE) of the wing by sorting the concertina folds near the B and C tabs.



Step 4. Once the LE and TE of the wing have been sorted, turn the whole wing on its side.



If using the Concerto pack go to Step 7.

Step 5. Place your helmet, the harness, a jacket etc- at the point of the first fold to reduce the angle of the fold and preserve the plastics. Next fold the TE over the LE being careful to not fold with very tight angles.





Step 6. Now place the folded wing into the stuff bag.



Step 7. If using a Concerto pack, with the wing laid on its side carefully close the zip without trapping any material.



Step 8. Place something firm, like a helmet in position and make the fold of the LE around it. Use 2 folds.



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



IMPORTANT: Do not fold the glider in the centre, you will bend the plastics, instead pack the wing with a full concertina method from tip to tip.



Caring Tips

Careless handling damages many paragliders. Here are some things to avoid in order to prolong the life of your aircraft:

- DO NOT drag your wing along the ground or any hard surface as this is guaranteed to damage to the sailcloth. Lift it up and carry it clear of the ground.
- DO NOT try to open your wing in strong winds without untangling the lines first - this puts unnecessary strain on the lines.
- DO NOT walk on the wing or lines.
- DO NOT repeatedly inflate the glider and then allow it to crash back down. Try to keep this movement as smooth as possible by moving towards the glider as it comes down.
- DO NOT slam your glider down on the ground leading edge first. The impact puts great strain on the wing and stitching and can even explode cells.
- FLYING in salty air, in areas with abrasive surfaces (sand, rocks etc.) and ground handling in strong winds will accelerate the aging process.
- DO NOT fly in the rain or expose the wing to moisture.
- DO NOT expose the wing to unnecessary UV or high levels of heat. Leaving the wing sitting in the sun or allowing it to get hot (e.g in the back of a car) will significantly increase the chances of premature ageing.
- Change your main brake lines if they are damaged.
- When ground handling be careful to not saw the brake lines against the risers or main lines. The abrasion caused by a sawing motion can damage the main lines and the risers. If you notice any signs of abrasion, especially to the lines, make sure to replace them. It is important to modify your ground handling technique to stop any future damage.
- Your wing has an opening on the wing tips called the ‘Butt hole’. The Butt hole makes it easy to empty any sand, leaves, rocks, mobile phones etc that may have accumulated in the wing.

It is recommended that you regularly CHECK your wing, especially after a heavy period of use, after an incident or after a long period of storage.

Storage and Transport

Your wing should be dry before being packed away. Always store all your flying equipment in a cool, dry room, protected from direct heat and high levels of humidity. Moisture, heat and humidity are the worst elements for damaging your glider. Storing a damp glider in your car in the sun will lead to premature ageing of the cloth and should be avoided at all costs.

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

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

IMPORTANT
Never pack away or store your glider wet.

Cleaning

Any kind of wiping/scratching can damage the coating of the cloth. We recommend to not clean the wing, but if you do have to, use a soft cloth dampened with a small amount of water and use gentle movements across the surface. If you land in salt water, you must first rinse it thoroughly with clean fresh water. Dry the wing completely, preferably out of the sun, in the wind. Never use a hair dryer or other sources of direct heat.

IMPORTANT
Never use detergent or chemical cleaners.

Wing Repairs

Always let a professional repair centre or the Ozone carry out any major or complex repairs, especially those near seam margins.

If you damage the sail:

If the rip is small and in the middle of a panel however you can fix it yourself. You'll find all the materials in the repair kit you need. The fabric can be simply mended with the sticky rip stop/spinnaker tape. When cutting out the patches allow ample overlap of the tear and make sure both sides are different sizes. Make sure to round off each corner of the patches.

If you damage a line:

Any line that is visually damaged MUST be replaced. Lines can be ordered from your local Ozone dealer, alternatively use a reputable paragliding service centre to make the replacement lines.

It is important that replacement lines are made from the correct materials and diameters. You should check lengths against their counterpart on the other side of the wing to make ensure symmetry. Once the line has been replaced, inflate and check the glider before flying.

Maintenance Checks

Your wing should be checked regularly to ensure airworthiness. It is important to perform regular inspections to know the exact condition of all of the components of your wing. These inspections must be carried out by a qualified professional and to follow the guidelines set out here: **http://downloads.flyozone.com**

These guidelines are based on the PMA standard for inspecting wings and form the minimum values expected.

To ensure the correct trim, the lines should be measured and adjusted to the published values as necessary. Loops in the B lines and the AR3 risers are in place to make the trimming process easier. The overall line lengths (riser lines + mid lines + upper lines) has to be checked under 5Kgs of tension and the difference between the measured lengths and the published lengths should not exceed +/- 10mm. Risers should be checked for signs of wear or abrasion. Differences to manual lengths should not exceed +/-5mm.

The sail cloth and the lines do not age in the same way or at the same rate so it is expected to change the line set at least once during the life of the wing.

You alone are responsible for your flying equipment and your safety depends on it. Take care of your equipment and have it regularly inspected. Changes in inflation/ground handling/flying behaviour indicates the gliders aging, if you notice any changes or you suspect any damage you should have the wing serviced before flying again.

Modifications

Your Ozone Vibe GT was designed and trimmed to give the optimum balance of performance, handling and safety. Any modification means the glider loses its certification and will be more difficult to fly. For these reasons, do not modify your glider in any way.

IMPORTANT
Maintenance guidelines can be found here: http://downloads.flyozone.com

IMPORTANT
Take care of your glider and make sure you have it checked and serviced according to the schedule.

IMPORTANT
Do not modify your wing in any way.

OZONE QUALITY GUARANTEE

Ozone guarantees its products against manufacturing defects or faults, we will repair or replace any defective product free of charge. This does not include accidental damage or damage caused by normal wear and tear.

Ozone and its distributors provide the highest quality after sales service, do not hesitate to contact your local Ozone dealer for the latest most up to date information on our products. If you have an issue please contact the Ozone dealer where you purchased the product from, we will do our best to get you back in the air as fast as possible. Minor damage can normally be repaired locally, any serious damage can be rectified by the factory.

We always welcome customer feedback, it is how we improve our products - our contact details can be found on the website.

Summary

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

Respect the environment and look after your flying sites.

If you need to dispose the wing, do so in an environmentally responsible manner. Do not dispose of it with the normal household waste.

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

Happy flying & enjoy your Vibe GT.

Team Ozone

ADJUSTABLE C HANDLES

The height of the handles on the rear risers can be adjusted to taste. There are several positions available to suite most body/arm lengths and hang point heights. If you lower the handle position from the factory settings you must lengthen the brake line lengths accordingly. However, if you raise the handles DO NOT shorten the brake lengths.



To change the height from the factory position, pull the handle upwards sharply to disengage the retaining bar.



The bar can then be removed from the slot between the orange stitch lines.

Choose a new position and replace the locking bar centrally in the slot. The wedge-shaped thinner edge of the bar should be orientated to the top.





Pull the handle down so that it engages the bar properly. You will hear and feel a click once it is locked in place correctly. Ensure both handles are set to the same position.

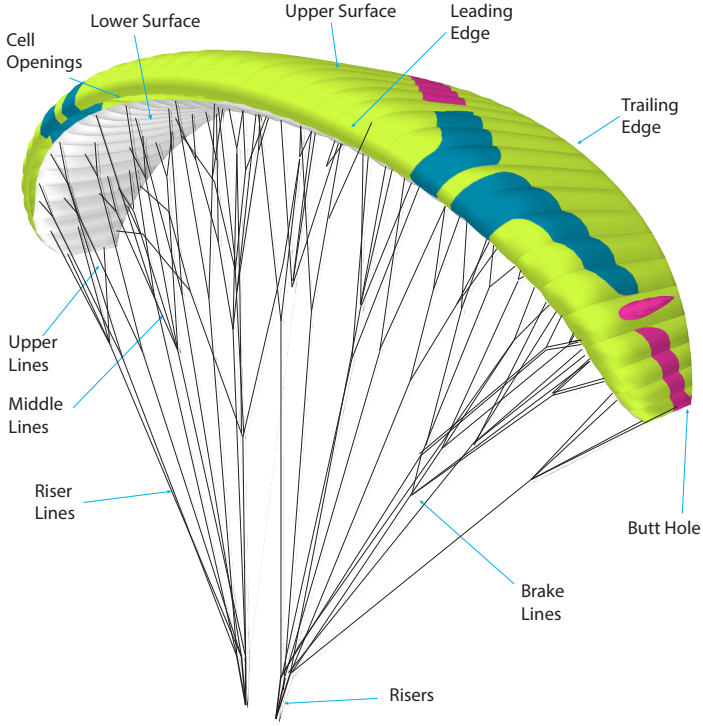


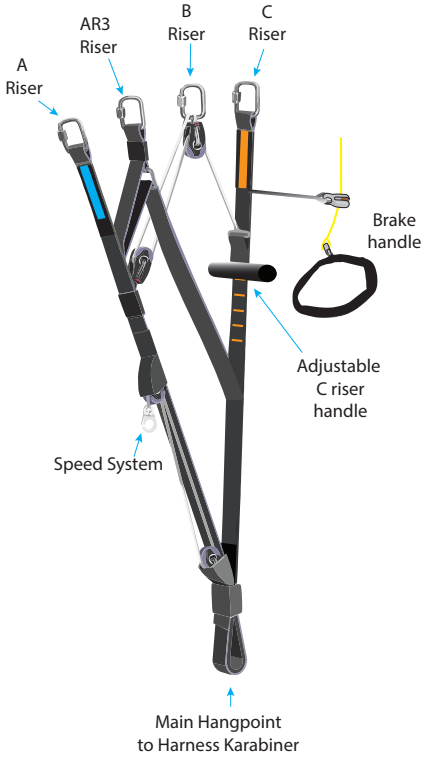
IMPORTANT
If you lower the handle position from the factory settings you must lengthen the brake line lengths accordingly. However, if you raise the handles DO NOT shorten the brake lengths.

TECHNICAL SPECIFICATIONS

	XS	S	MS	ML	L	XL
No. of Cells	55	55	55	55	55	55
Projected Area (m^2)	17.69	19.53	20.81	22.13	23.33	25.14
Flat Area (m^2)	21.04	23.22	24.75	26.32	27.75	29.9
Projected Span (m)	8.35	8.77	9.06	9.34	9.59	9.96
Flat Span (m)	10.71	11.25	11.61	11.97	12.29	12.76
Projected Aspect Ratio	3.94	3.94	3.94	3.94	3.94	3.94
Flat Aspect Ratio	5.45	5.45	5.45	5.45	5.45	5.45
Root Chord (m)	2.49	2.62	2.7	2.78	2.86	2.97
Glider Weight (kg)	3.73	4.13	4.23	4.39	4.58	4.85
Approximate Control Travel (cm)	62	64	67	68	72	78
Certified Weight Range (kg)	55-75	65-85	75-95	85-105	95-115	110-130
Certification EN	B	B	B	B	B	B

TECHNICAL DRAWINGS





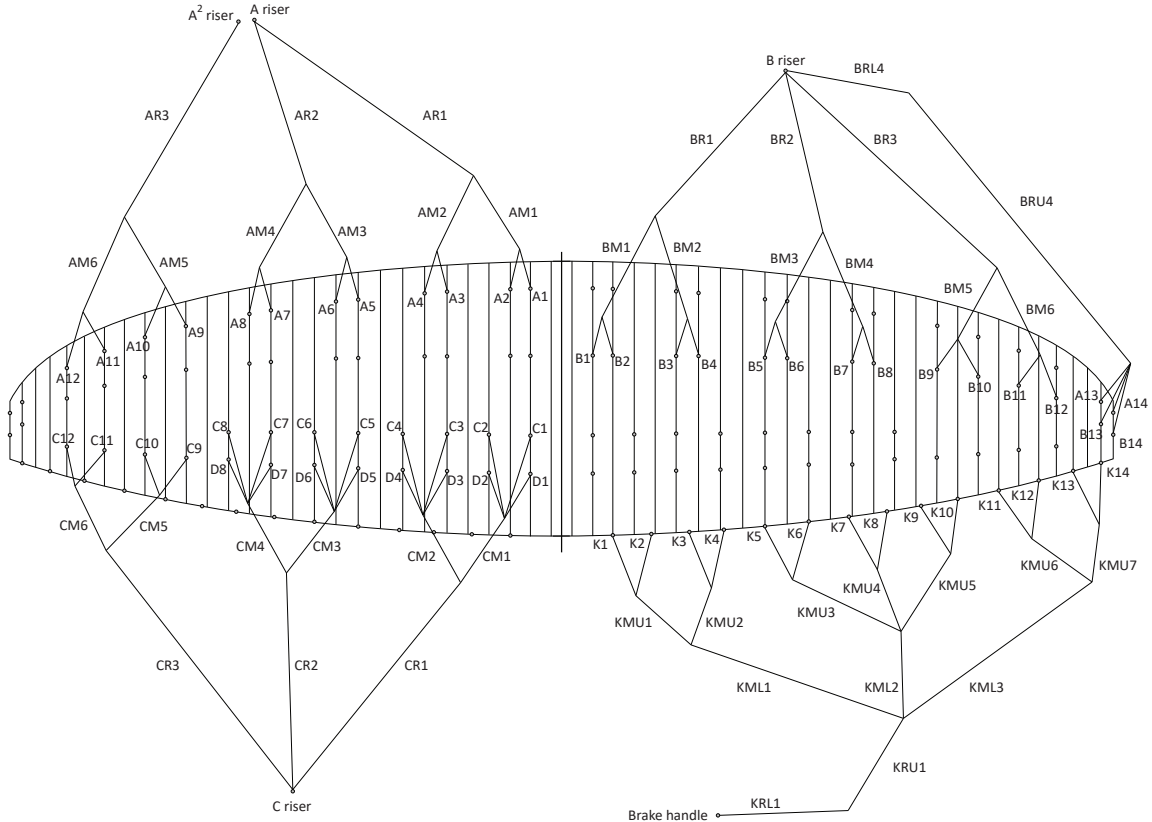
Non Accelerated	
A	610mm
A^3	610mm
B	610mm
C	610mm

Accelerated	Pulleys axis - axis
A	455mm
A^3	481.3mm
B	507.7mm
C	610mm

Accelerator Range	
S, MS, ML, L & XL	155mm
XS	135mm

LINE DIAGRAM

Individual and linked line lengths can be found online.



MATERIALS

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

Cloth

Upper Surface
Dominico DOKDO 204432PS MF
Lower Surface
Porcher 7000 E71 / Dominico DOKDO 204432PS MF
Internal Ribs
Porcher 9017 E29 / Dominico DOKDO 204432PS FM
Leading Edge Reinforcement
Plastic

Main Line Set

Riser Lines
Edelrid 8001
Middle Lines
Edelrid 8001
Upper Lines
Edelrid 8001

Brake Lines

Main brake Lines
Liros - 10-200-040
Middle brake lines
Edelrid 8001
Upper brake lines
Edelrid 8001

Risers and hardware

Shackles
Austri Alpin
Riser webbing
12mm zero stretch polyester webbing
Pulleys
Ronstan ball bearing

INSPIRED BY NATURE, DRIVEN BY THE ELEMENTS

FLYOZONE.COM

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