



GIN



# **GTO 2**

## **pilot manual**

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# Contents

Thank you...	5
Warning	6
About Gin Gliders	7
Introducing the GTO 2	8
Before you fly	9
Flying the GTO 2	12
Care and maintenance	24
Final words...	28
Technical specification	29
Line plan	30
Riser diagram	31
Materials	32
Brake line knot diagram	33
Diagram of parts	34

# Thank you...

...for choosing Gin Gliders. We are confident you'll enjoy many rewarding experiences in the air with your GIN GTO 2.

This manual contains important safety, performance and maintenance information. Read it before your first flight, keep it for reference, and please pass it on to the new owner if you ever re-sell your paraglider.

Any updates to this manual, or relevant safety information, will be published on our website: [www.gingliders.com](http://www.gingliders.com). You can also register for e-mail updates via our website.

Happy flying and safe landings,  
GIN team

# Warning

Like any extreme sport, paragliding involves unpredictable risks which may lead to injury or death. By choosing to fly, you assume the sole responsibility for those risks. You can minimize the risks by having the appropriate attitude, training and experience and by properly understanding, using and maintaining your equipment. Always seek to expand your knowledge and to develop self-reliance. If there is anything you do not understand, consult with your local dealer as a first point of contact, with the GIN importer in your country or with Gin Gliders directly.

Because it is impossible to anticipate every situation or condition that can occur while paragliding, this manual makes no representation about the safe use of the paraglider under all conditions. Neither Gin Gliders nor the seller of GIN equipment can guarantee, or be held responsible for, the safety of yourself or anyone else.

Many countries have specific regulations or laws regarding paragliding activity. It's your responsibility to know and observe the regulations of the region where you fly.

# About Gin Gliders

## *Dream*

In forming Gin Gliders, designer and competition pilot Gin Seok Song had one simple dream: to make the best possible paragliding equipment that pilots all over the world would love to fly—whatever their ambitions.

At Gin Gliders, we bring together consultant aerodynamists, world cup pilots, engineers and paragliding school instructors, all with one goal: creating better paragliders.

## *Touch*

We're a "hands-on" company that puts continuous innovation and development at the centre of everything we do.

At our purpose-built R&D workshop at head office in Korea, we are able to design, manufacture, test-fly and modify prototypes all in a matter of hours. Our international R&D team is on hand both in Korea and at locations worldwide. This guarantees that your equipment has been thoroughly tested to cope with the toughest flying conditions.

Our own production facilities in East Asia ensure the quality of the finished product and also the well-being of our production staff.

## *Believe*

We believe that the product should speak for itself. Only by flying can the pilot understand the wing and develop trust and confidence in it. From this feeling comes safety, comfort, performance and fun. The grin when you land should say it all!

# Introducing the GTO 2

The GTO 2 is a high performance wing that offers maximum real-world XC performance in a compact and lightweight package.

The GTO 2 is suitable for experienced XC pilots—from improving, ambitious pilots transitioning from sports to competition class; to expert competition pilots who wish to fly within a wider comfort zone whilst retaining the precise handling and performance characteristics of the more demanding wings to which they are accustomed. Pilots in this category are expected to be flying at least 100 hours per year.

The GTO 2 features EPT (Equalized Pressure Technology), our numerical method of calculating the best possible airfoil parameters for any given profile. EPT has led to improvements in inflation/re-inflation behaviour, searching behaviour, low-speed handling, stall resistance, climb rate, and stability in turbulence and at speed. EPT enables us to increase performance by increasing the aspect ratio of the wing, but without the traditional trade-offs in handling and stability.

During development of the GTO 2, we spent much time working on the wing's take-off behaviour, thermalling and gliding characteristics to reach the point where we were completely satisfied. The result is a well-finished wing that we are truly proud of.

**TIP:** To fly the GTO 2, you should be thoroughly familiar with active flying and recovery techniques.

**WARNING:** The GTO 2 is not intended as a training glider!



# Before you fly

## Delivery

Make sure your dealer has checked and test-flown the glider. Your glider will be delivered to you with the original trim settings which correspond to the tested configuration. Do not make any modifications, such as changing the risers or altering the line lengths. This would invalidate the certification and is potentially dangerous.

## Brake lines

GIN test pilots have carefully tuned the brake line lengths during testing, and there should be no need to change them. We generally suggest flying with wraps (a turn of brake line around the hand).

If you do decide to make adjustments to suit your harness, body or flying style, make any adjustments in steps of 2cm. Be sure to test fly the glider after each adjustment. See the reference section of this manual for the recommended knot to use to re-attach the brake handles.

## Risers and line layout

A line plan and a diagram of the risers can be found in the reference section at the end of this manual. Familiarize yourself with the layout of the risers and the position of the “stabilo (STB)” line.

## Speed system

The speed system accelerates the wing by progressively shortening the risers towards the front.

Make sure that the speed system lines are routed properly through your harness and attached

**NOTE:** Your glider may have been delivered with some lines looped around the maillons, this is to allow the glider to be re-trimmed during a professional check at the recommended service interval.

**WARNING:** If you fly with wraps, be sure to release them in any extreme situation. Failure to do so could prevent normal recovery of the wing.

**CAUTION:** If you do shorten the brake lines, make sure there is enough free brake travel that the trailing edge is not braked (deformed) when the glider is fully accelerated. There should be at least 10cm of free brake travel when the glider is flown “hands-off”.

to the risers using the Brummel hooks. Perform any adjustments symmetrically while on the ground. Adjust the speed system so that the maximum speed is attained (“pulley-to-pulley” on the riser) when your legs are fully extended. Ask a friend to hold the risers in the flying position while you are seated in your harness on the ground.

### **Harness**

It's important for your comfort and safety to fly with a suitable harness that is properly adjusted. When choosing a harness, remember that the height of the attachment points (i.e. distance from the carabiners to the seat plate) affects the sensitivity of the glider and the relative brake travel. The lower (shorter) the attachment points, the more sensitive the glider is to weightshift. GIN gliders are developed with GIN harnesses, which have an attachment point of approximately 40-48cm (depending on size and model).

Adjust your chest strap so that the distance between the carabiners is approximately 46cm. Lighter pilots may fly with a slightly narrower setting. A rule of thumb is to set the width of your chest strap to that of your shoulders.

Your dealer will be able to offer individual advice regarding harnesses.

### **Rucksack**

GIN gliders are delivered with a rucksack, designed to carry all your equipment in comfort. If you have any particular requirements, a wide range of optional rucksacks and reversible harnesses are also available. Please see our website or ask your dealer for details.

**CAUTION: Make sure that the speed system is not too short. The front risers must not be pulled down in normal (unaccelerated) flight.**

**CAUTION: Don't adjust your leg and shoulder straps too tightly. If you do, you may have difficulty sitting back into your harness after take-off.**

**CAUTION: If you fly with a cocoon harness in a reclined position, be sure to quickly get into an upright position in any turbulence or extreme situations. If you don't, you may experience a reduction in control travel or an increased risk of riser twists.**

## Weight range

Be sure to fly your glider within the certified weight range given in the Technical Specification section. Due to EPT technology, the GTO 2 flies well at any wing loading within this weight range. If you are choosing between 2 sizes, choose your optimum wing loading according to your personal preferences and the conditions you fly in.

If you prefer dynamic flight behaviour with fast reactions, you should fly at a high wing-loading, i.e. choose the smaller model. This may be an advantage in strong, tight thermals.

The dynamics are reduced in the middle and lower part of the weight range. Flight behaviour becomes more straightforward and many pilots fly with this wing loading because they find it easier to centre in thermals, especially weaker and wider thermals. If these features appeal to you, you should fly with a lower wing-loading and choose the larger model.

The GTO 2 reacts to weight changes only by slightly increasing or reducing trim speed, with little noticeable effect on glide performance. You can therefore choose the size completely according to your own flying style.

## Overload

The EN 926-2:2013 describes the weight measurement with: "All weights are subject to an acceptable tolerance of  $\pm 2\text{kg}$ ". Therefore a slight overload of the wing would be within EN tolerances. However, flying over the maximum weight further increases the dynamic flight behaviour. High performance wings in particular start to lose their floating ability: in small bubbles, the wing has more horizontal momentum and less tendency towards lifting. A test flight is always recommended if in doubt.

**TIP: Check your total flying weight by standing on weighing scales with all your equipment packed into your rucksack.**

**TIP: Remember that ballast can also be used to adjust wing loading to the conditions.**

# Flying the GTO 2

## General warnings and advice

Before flying with your paraglider, check the following:

Are you in good physical and mental condition?

Are you familiar and compliant with all applicable laws and regulations in your area?

Are you within the certified weight range of your paraglider?

Do you have the necessary valid insurance cover (e.g. liability, medical, life)?

Are you briefed thoroughly about the site, airspace and expected weather conditions of the day?

Is your equipment and choice of site suitable for your level of experience?

Do you have a suitable helmet, gloves, boots, eyewear and adequate clothing?

Are you carrying some form of identification, so that people know who you are in case of an accident? Take along a radio and mobile phone if possible.

Do you fully understand how to safely fly your new paraglider? If not, have your instructor or dealer explain anything you are not sure about.

When you go for your first flight on your new GTO 2, be sure to pick a day and site that does not present you with any unfamiliar challenges. During your first flight, familiarize yourself with the in-flight characteristics of your new wing.

**TIP: Practice inflating your glider and making short flights on a training hill.**

## Preparation for launch

Check the condition of your paraglider and other flying equipment before every flight.

Lay out your wing on its top surface in an arc. Make sure that the centre of the wing is higher than the tips.

Prepare for launch by checking the following:

- Is the glider fabric free from tears or other damage?
- Are the lines free from knots, tangles or other damage?
- Are the maillons connecting the lines and risers closed and secured?
- Are your carabiners in good condition?
- Are the risers in good condition?
- Is your harness in good condition?
- Is your speed system correctly connected?
- Is your rescue correctly installed in your harness?
- Is your rescue handle secure and rescue pin in?

## Pre-flight check

Check the following before every take-off:

- Is your personal equipment in order? (harness and helmet straps done up, reserve handle secure and pin in, carabiners done up)
- Are you holding the 'A' risers and brake handles?
- Is the wing arranged in an arc with the leading edge open and into wind?
- Is the wind strength and direction suitable?

**TIP: Always follow a consistent method of preparation and pre-flight checks each time you fly.**

Is the airspace and visibility clear?

## Launching

The GTO 2 has smooth and progressive inflation characteristics with no tendency to hang back or shoot forwards.

### Forward launch (nil to light winds)

Lean forward positively and guide the 'A' risers smoothly upwards in an arc, keeping your elbows bent and hands at the level of the shoulders. The GTO 2 will inflate easily—there is no need to aggressively pull or push the risers. As the glider comes above your head, make sure that the canopy is correctly inflated and that there are no knots or tangles in the lines. Check that the airspace and visibility are clear. If everything is in order, move forward decisively off the take-off.

### Reverse launch (light to strong winds)

Take the brakes and turn around to face the wing. Pass one set of risers over your head as you turn. Make sure the lines are free from knots or tangles. Check that the airspace and visibility are clear. Gently pull up the glider in an arc with the 'A' risers. When the glider is overhead, brake it gently if necessary, turn around and launch.

## Landing

Remember the following general points to make a good landing:

Observe the wind direction and strength, and any hazards in, or near, the landing area.

Fly a proper landing circuit and plan your final approach well in advance.

Actively choose a spot on the ground in the landing field to aim for. Adopt an upright position

**TIP:** If the glider comes up slightly off-centre, make small corrections by moving towards the lower side.

**TIP:** In stronger winds, be prepared to take a couple of steps towards the canopy as it inflates and rises.

**TIP:** Launch the GTO 2 with the inner 'A' risers. Hold either the actual lines or the maillon and pull upwards in an arc, not towards you.

**TIP:** Practice ground-handling regularly to improve your take-off skills!

**CAUTION:** Groundhandling (especially on rough surfaces) will accelerate the ageing process of your wing.

in your harness by sliding your legs forward, ready to make contact with the ground.

Make your final approach as straight as possible. Fly at around trim speed (keep just enough tension on the brakes to keep contact with the wing, a little more tension in turbulent air). Once you come within a metre of the ground, brake progressively to maintain a level flight path.

In nil or light winds, flare positively to reduce your groundspeed to a minimum. In stronger winds, use only the minimum amount of flare necessary to sufficiently minimize your vertical and horizontal speed. If you flare too hard in strong winds, the glider will climb rapidly upwards and backwards, and you may get injured.

In strong winds, turn to face your wing as soon as your feet touch the ground. Immediately stall the glider as rapidly as possible with the brakes or rear risers. Be prepared to run towards your wing.

**TIP:** the GTO 2 has good basic speed, good glide and excellent energy retention. Give yourself enough space and bleed off speed gradually before flaring.

**CAUTION:** Although the GTO 2 is remarkably manoeuvrable even in the lower half of the brake range, do not be tempted to make an excessively slow landing approach. Strong gusts and/or a steep wind gradient may cause any glider to suddenly lose altitude, or even stall.

**CAUTION:** Never let the leading edge crash to the ground, you risk damaging the seams and/or internal structure.

**WARNING:** Never perform steep turns near the ground. This may cause the pilot to pendulum dangerously.

## In-flight characteristics

### Normal flight

“Trim speed” (brakes fully released) is the best glide speed in still air.

Minimum sink speed on the GTO 2 is achieved by light braking. In a normal flying position (knees parallel to the ground and your body slightly reclined), your hands should be holding the brakes at a level between your eyes and your shoulders. Use this speed for thermalling and ridge soaring.

Stall speed is approached by bringing your hands towards your hips. Notice the decreased wind noise and a significant increase in brake pressure. Be sure not to allow your glider to enter a stall.

### Accelerated flight

The speed system causes the glider to accelerate by lowering the angle of attack. Apply the speed system by pushing the speed bar progressively with your feet. Use your speed bar when gliding in sinking air, headwinds and crosswinds. The stability of the GTO 2 does not degrade significantly at speeds of up to half bar.

### Active C-riser control

The GTO 2 has grip balls on the C-risers. This is an alternative method to pilot the wing while gliding. C-riser control enables a degree of active control without the pitching movements associated with using the brakes. Thus, it is possible to maintain a higher speed and efficiency whilst on glide.

**TIP:** During your first few flights, familiarize yourself with your glider’s speed range and corresponding brake positions and pressures.

**CAUTION:** Don’t use full bar near the ground or in turbulence. Although the wing is stable at this speed, higher aerodynamical forces mean that any collapses that do occur could be more significant and require more height for recovery.

**CAUTION:** Never apply brakes when using the speed bar.

**CAUTION:** Always check for clear airspace before initiating a turn.

**CAUTION:** Whilst using C-riser control, take care to use only small control inputs, otherwise you may stall the wing. In severe turbulence, be sure to release the accelerator and C-risers and fly the wing actively with the brakes.



## Turning

Make your first turns gradual and progressive. Also remember that your harness and its set-up has an influence of the turning behaviour of the wing.

Enter a turn with good airspeed, weightshift and then apply the brake. Once established in the turn, regulate your speed and turn radius with weightshift and the outer brake.

## Active flying

Practice active flying to eliminate collapses in all but the most turbulent conditions.

Keep tension on the brakes approximately equal to the weight of your arms. This allows you to stay relaxed and sensitively feel the internal pressure in the wing through the brakes. If you feel a loss of pressure in one or both sides of the wing, quickly apply the appropriate brake(s) to re-gain pressure. Release the brake promptly as soon as normal pressure is resumed.

If you miss the above timing and get a collapse, be sure to first raise your hands and release the brakes before considering any other corrective actions.

The GTO 2 has excellent pitch stability. Nonetheless, in turbulence or during manoeuvres, the glider may pitch. If the glider pitches in front of you, apply brake to slow it down. If the glider drops behind you, ease off the brakes to allow it to speed up. The objective is to reduce the pendulum effect by adjusting the speed of your glider so that glider and pilot are travelling at the same speed.

The same general principles also apply when gliding on bar.

**TIP:** The further in front of you the glider pitches, the larger the brake input required, but for a shorter duration.

**CAUTION:** Never release the brakes when the glider is behind you but accelerating forwards.

## Rapid descent techniques

Learn and practice the techniques in this section under qualified supervision. Big ears and spiral dives are generally the most common methods of descent. Big ears can achieve a moderate rate of descent with the advantage of forward speed and manoeuvrability. Spiral dives attain higher rates of descent, but the G-forces can be significant and the manoeuvre is more technically demanding. 'B-stalls' have little or no advantages compared to the other methods of descent and therefore are not recommended in normal situations.

### Big ears

To enter big ears, pull down firmly the outermost A lines on each side of the wing one-by-one until the wingtips fold under. The glider can then be steered by weightshift. Do not use the brakes unless you intend to exit big ears.

Once in big ears, you can increase your sink rate and forward speed by applying the speed bar. Always apply the speed bar AFTER entering big ears, never before.

To exit big ears, release both A lines at the same time. Apply brake progressively one side at a time to help re-inflation. Be careful not brake too deeply on both sides at the same time as this could cause a stall.

### Spiral dives

Before entering a spiral, make sure you have adequate height for recovery. To enter the spiral dive, weight shift and progressively apply the inside brake until the glider enters the spiral. As the glider accelerates into the spiral, centre your weight and control your rate of descent with weightshift and outer brake.

**WARNING:** Uncontrolled re-openings after rapid descent techniques, collapses, extreme manoeuvres or during ground-handling may place additional stress on your glider. Wherever possible, avoid such flight configurations in order to reduce the possibility of material damage.

**TIP:** Always try to avoid the need to use these descent techniques. Thoroughly check the conditions before launch, and pay close attention to how the day develops.

**WARNING:** Do not attempt to release big ears near the ground.

To exit the spiral, check your weight is centred (or slightly towards the outside) and progressively release the inside brake. As the glider starts to exit the spiral, you may also choose to reduce the pendulum moment by briefly re-applying the inside brake.

The GTO 2 has no tendency to remain in a stable spiral dive under normal conditions. In line with the latest certification requirements, the GTO 2 will recover spontaneously, after the inside brake is released, from a spiral dive with a sink rate of up to 14m/s with the pilot in a neutral sitting position. However, in certain cases, such as spirals with excessive sink rates or wrong harness settings, pilot action may be required. In such cases, exit the spiral by weightshifting to the outside and progressively applying the outside brake.

#### **B-stall**

Although it is not recommended for normal situations, the B-stall does not present particular difficulties.

To enter a B-stall, symmetrically pull down the B risers. This action may require considerable effort. To exit the manoeuvre, release the B-risers smoothly and symmetrically. Be sure to allow the glider to resume normal flight before making any other actions.

**WARNING:** The high G-forces experienced in steep or prolonged spirals may result in disorientation or even loss of consciousness. Spirals with descent rates above 10 m/s are not recommended.

**CAUTION:** Frequent steep spirals may cause premature aging of your wing.

**WARNING:** Do not attempt to enter a spiral dive while in big ears. This places excessive forces on the paraglider and may result in structural failure.

## Incidents in flight

### Asymmetric collapses

Use active flying techniques to virtually eliminate collapses in normal flying conditions. Nevertheless, if you do get a collapse, stabilize your weight in your harness and do not allow yourself to fall to the collapsed side. Control your course with weightshift and a little outside brake. The deflation should re-inflate spontaneously.

If the deflation does not re-inflate spontaneously, apply brake on the closed side in a smooth, progressive pumping action. Be sure not to apply too much brake too slowly as this may risk a stall. Remember that a partly collapsed wing has a reduced surface area and thus a higher stall speed.

### Symmetric collapses

Symmetric (frontal) collapses will normally re-open without pilot input. Assist this process if necessary with a symmetric application of the brakes. Take care not to apply too much brake for too long as this may stall the wing.

### Cravattes

A cravatte occurs when a wing tip becomes stuck between the glider lines, for example, following a bad take-off preparation. If you get a cravatte, first control your direction. Do this by using weightshift and enough counter-brake to stop the turn, but not too much to risk a stall of the opposite side. Then pull down the stabilo line (STB-see line plan) until it becomes tight. This normally frees the cravatte. If not, the last resort to attempt recovery is to make a full stall (symmetric or asymmetric). Do not attempt this unless you have the necessary skill, training and

**CAUTION:** After a large collapse, an instinctive reaction to the body falling is to attempt to hold something. This can result in the pilot unintentionally applying brake, which prevents proper recovery. Always make sure you have fully released the brakes (including any wraps taken) after any incident. Let the glider fly.

**IMPORTANT:** If you get a collapse while in accelerated flight, release the speed bar immediately. Then apply the normal procedure for unaccelerated asymmetric collapses.

**WARNING:** Do not hesitate to throw your reserve parachute if the rotation in a cravatte is increasing uncontrollably or if you are at low altitude.

**CAUTION:** Always remain aware of other aircraft and terrain when dealing with a problem on your wing (e.g. cravattes)

experience to perform this manoeuvre safely.

### **Rear riser steering**

If, for any reason, you are unable to use the brakes to steer the glider, you can also use the rear risers. Take care to use only small inputs. Pulling the rear risers too hard may cause a stall.

### **Flying with a wet paraglider**

Never fly with a wet paraglider or in the rain. Doing so increases the risk of a deep (parachutal) stall. If you do get caught out, never use big ears. Fly with the minimum of brake and head for the landing immediately. Apply moderate speed bar for an additional safety margin.

### **Deep stall**

A deep (parachutal) stall is only likely to occur in exceptional circumstances, such as if the glider is flown when wet, if the lines are significantly out-of-trim or if the glider is flown in extreme turbulence.

In a deep stall, the canopy may be open, but is descending vertically with little or no forward speed.

To exit a deep stall, fully release both brakes and allow the glider to return to normal flight. If the glider remains in the deep stall, put your hands on the A-risers and push forwards, or apply your speed bar.

**CAUTION:** Never apply the brakes, including any wraps taken, in a deep stall.

**WARNING:** During any incident in flight, always monitor your altitude. If you have any doubt that you have sufficient height for recovery, deploy your reserve without hesitation. "If low, then throw".

## Other modes of flight

### SIV / Safety training

Perform any SIV / safety training with care. Due to the advanced design features of the paraglider, collapses incorrectly induced by the pilot may have more significant consequences than collapses which may occur in the course of normal flight (due to turbulence etc.).

### Material stress

During a safety training course, avoid subjecting the materials of your paraglider to excessive stress. Uncontrolled flight positions may occur which are outside the manufacturer limits of the paraglider. This may cause a general deterioration in flight characteristics, premature ageing, or even structural failure.

### Aerobatics

Your GTO 2 is not intended to be used for aerobatics (acro). By engaging in such an activity, you voluntarily assume an increased risk of injury or death. Aerobatics may also cause premature ageing of the materials and in the worst case, structural failure.

### Wingovers (steeply backed alternating turns)

Wingovers up to 90 degrees angle of bank may be performed by pilots with the appropriate training.

### Towing

The GTO 2 is suitable for towing using standard towing procedures.

You are responsible for ensuring that your towing operations are safe and in accordance with

**WARNING:** Be sure to perform any simulated collapses correctly. In particular, full speed asymmetric collapses performed incorrectly may result in unpredictable collapse behaviour and impulsive re-opening. This behaviour may require considerable pilot skill to manage safely.

**WARNING:** uncoordinated wingovers can result in large asymmetric collapses or cravattes. Always make sure you have sufficient ground clearance and the necessary skill and experience before attempting such manoeuvres.

**TIP:** Make sure your wing is overhead at the start of your tow. Be careful not to over-control the wing as it reacts differently to control inputs when on tow.

any applicable tow regulations. Make sure you have appropriate tow training and use a suitable harness attachment and release mechanism. Always use an approved tow system and qualified tow operator.

### **Paramotoring**

The GTD2 is not intended for motorized flight. Details of other GIN wings suitable for motorized flight can be found in the paramotoring section of our website.

# Care and maintenance

Appropriate care and maintenance is essential both for your safety in flight and to extend the life of your glider. Excessive wear is caused by careless groundhandling, packing or storage; exposure to excessive humidity, heat, salt or chemicals; and insects or small animals.

## Material stress

Uncontrolled flight positions—such as may be encountered during safety training, extreme manoeuvres or after massive collapses or cascades—are outside the manufacturer limits of the paraglider. This may cause a general deterioration in flight characteristics, premature ageing, or even structural failure.

## General care tips

Don't groundhandle or take-off on abrasive surfaces.

To move the paraglider to another spot, don't drag it across the ground. Pick it up and carry it.

Don't repeatedly inflate the glider and allow it to crash back down. Step towards the wing as it comes down to take the force out of this action.

Don't let the leading edge crash to the ground. This stresses the seams and can even cause the cell to explode.

Don't step on the lines or the canopy, or allow others to do so.

Don't open your wing in strong winds without first untangling the lines.

Don't leave your glider out in direct sunlight longer than necessary.

Don't sit on your rucksack when your glider is packed inside.

Don't pack your glider with foreign objects inside. In particular, insects may bite through the

**WARNING: Uncontrolled flight positions are outside the manufacturer limits of the paraglider. This may cause a general deterioration in flight characteristics, premature ageing, or even structural failure.**



fabric or produce acids when their bodies decompose.

Always rinse your glider immediately if it has been exposed to salt water (see “Cleaning”).

### Packing instructions

Although the plastic rods used in the sail have been selected for their excellent recovery characteristics and in the worst case can be replaced, we recommend keeping them in their best condition by packing your glider concertina style.

Pack your glider so that the plastic rods lie as flat as possible on each another and there is no unnecessary bending or twisting of the rods. Fasten any straps or bands by pulling gently—do not overtighten. We recommend the use of the GIN concertina bag. Please ask your dealer for details or refer to our website.

### Cleaning

Remove sand, dirt or small stones from inside the canopy. Use only lukewarm water and a sponge or soft cloth to clean your glider. Leave your glider to dry naturally in a well-ventilated area out of direct sunlight. Never use abrasive materials, solvents or detergents.

### Storage

Always make sure your glider is completely dry before storage. Do not store your glider for a prolonged period if it is sandy, salty or if other objects have entered the cells. Store your glider in a dry place out of direct heat and away from chemicals or small animals. If you intend to store your glider for a long period, we recommend storing it loosely.

**IMPORTANT: Do not attempt to perform repairs unless you have the knowledge, experience, materials and tools needed to do the job properly.**

## Inspections and repairs

The canopy, lines, risers and connections must be inspected before every flight for correct function and any signs of damage. If, at any time, your glider shows unusual changes in flying behaviour, have it checked by a qualified professional.

Small holes in the sail, which do not affect a seam, can be repaired with the sticky backed ripstop tape provided with your glider. Plastic rods can also be replaced by sliding the rod out of its pocket and inserting the replacement rod.

For all other repairs and maintenance, please see your dealer or specialist repair shop.

Replacement lines can be ordered from your GIN dealer. Check replacement lines for length against its counterpart on the other side of the wing. Always perform a test inflation on flat ground to check everything is in order before flying.

## Inspection period

A qualified professional should perform a formal maintenance inspection no later than 36 months after the first flight or after 150 hours, whichever is sooner. Subsequent inspections should be carried out every 24 months or 150 hours, whichever is sooner. Inspection should consist of measurements of the fabric porosity, tear resistance, line strengths, line lengths and a full visual check. The full protocol is available on our website.

If you groundhandle frequently or fly in harsh conditions, we recommend an annual check. It's your responsibility as a pilot to ensure that your wing is airworthy at all times.

## GIN quality and service

We take pride in the quality of our products and are committed to putting right any problems

**WARNING: Always replace damaged lines. A damaged line can cause loss of control of the glider**

affecting the safety or function of your equipment and which are attributable to manufacturing faults. Your GIN dealer is your first point of contact if you have any problems with your equipment. If you are unable to contact your dealer or GIN importer, contact Gin Gliders directly via our website.

### Care of the environment

We are privileged to fly in areas of outstanding natural beauty. Respect and preserve nature by minimizing your impact on the environment. When visiting an area, contact the local club for details of environmentally sensitive areas and local restrictions.

When your paraglider eventually reaches the end of its useful life, dispose of it with consideration and follow any local regulations.

# Final words...

Most of us today live in a dependent society where we are regulated and protected. There are few opportunities for individuals to develop the self-responsibility that is the foundation of safety in extreme sports such as paragliding.

Most accidents are caused by getting into situations that are too demanding for your level of experience. This happens if you lack fundamental understanding, are incapable of assessing the risk or simply do not pay sufficient attention to your surroundings or your own state of mind.

To stay safe, the best you can do is to increase your understanding, skill and experience at a rate you can manage safely. There is no substitute for self-responsibility and good judgement.

In the end, paragliding offers a unique opportunity to learn to take control of your own destiny. Memento mori, carpe diem!

Fly safely, and...E N J O Y!

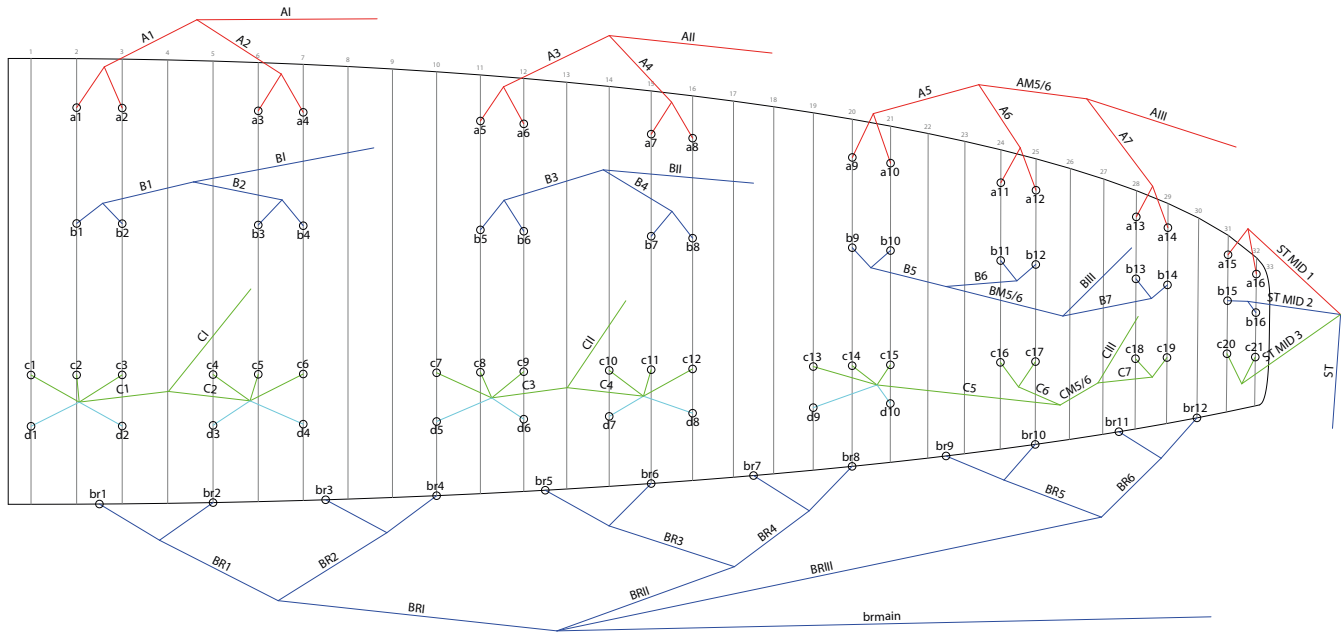
GIN team

# Technical specification

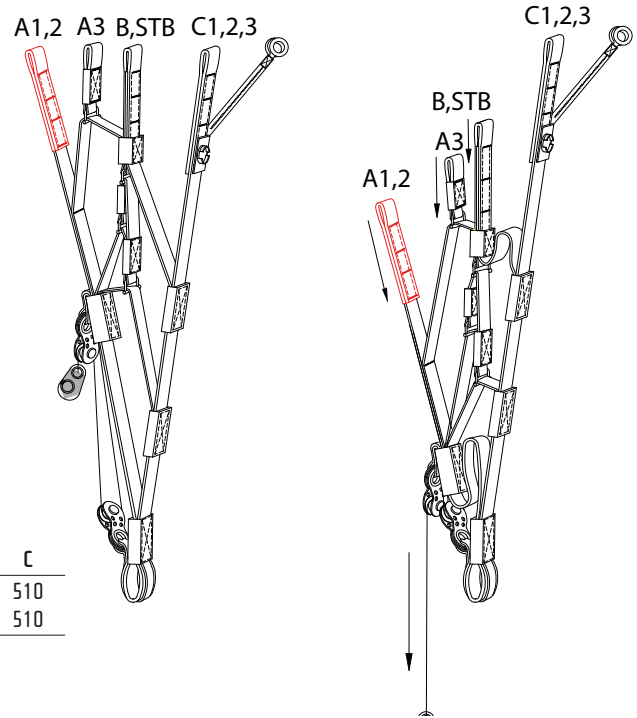
Size	XS	S	M	L
Flat surface area (m <sup>2</sup> )	21.46	22.90	24.00	25.32
Projected surface area (m <sup>2</sup> )		19.56	20.50	21.63
Aspect ratio	6.99	6.99	6.99	6.99
Cell number	65	65	65	65
Glider weight*	4.0	4.1	4.25	4.4
Weight in flight (kg)	70-85*	80-95	90-105	100-120
EN/LTF	D*	D	D	C

(\* - provisional)

# Line plan



# Riser diagram



Riser	A1	A2	B	C
Length at trim speed(mm)	510	510	510	510
Length at full speed(mm)	350	365	380	510

# Materials

## Canopy fabric

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Upper surface leading edge	Porcher Skytex 32g/m <sup>2</sup> water repellent
Upper surface	Porcher Skytex 27g/m <sup>2</sup> water repellent
Lower surface	Porcher Skytex 27g/m <sup>2</sup> water repellent
Ribs	Porcher Skytex 27g/m <sup>2</sup> water repellent

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## Lines

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Upper	Liros / Edelrid DC60 / 9200-030 Dyneema
Middle	Edelrid 8000/U-190 /U-120/U-090 /U-070 Aramid
Main/ Brake	Edelrid 8000/U-280 /U-230/U-190 /U-120 Aramid

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## Riser

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COUSIN Aramid and Polyester 12mm

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## Maillons

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Stainless steel Ø 3.85mm

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## Thread

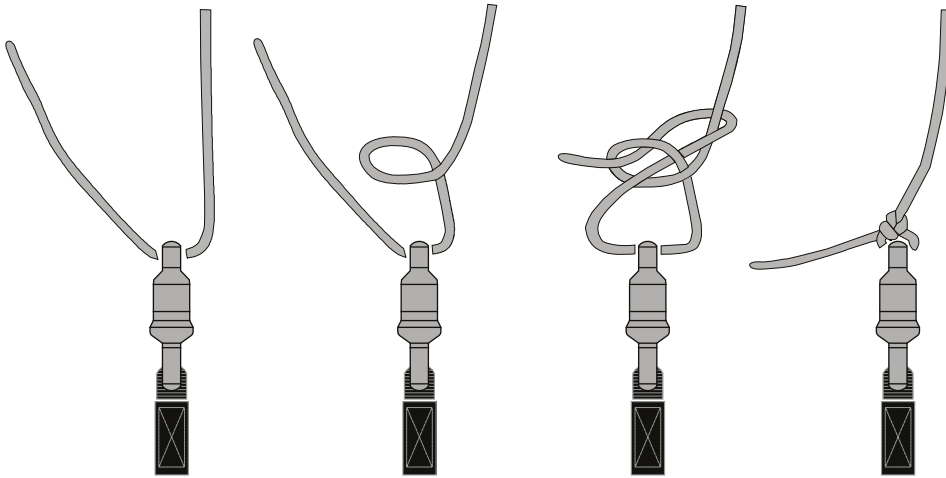
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Amann & Söhne - Mill Faden1500/3 Polyester bonded

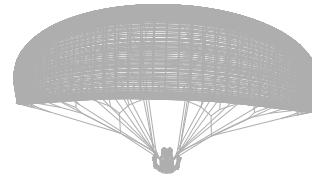
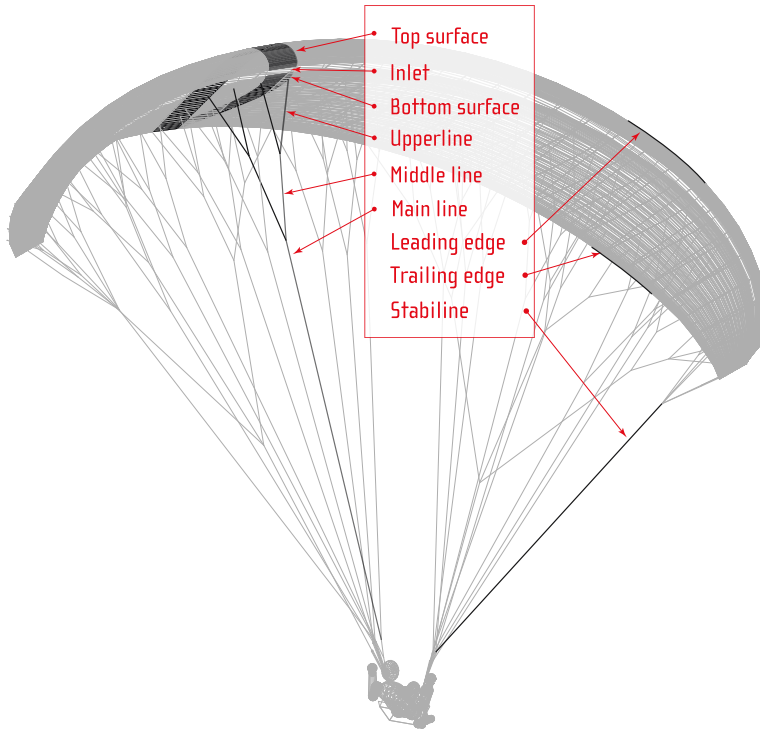
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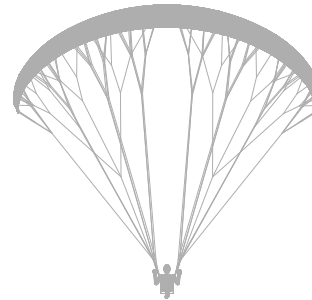
# Brake line knot diagram



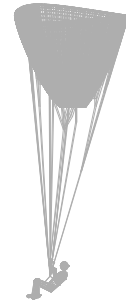
# Diagram of parts



Top view



Front view



Side view



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G I N

*Dream. Touch. Believe.*