



GIN



Genie Race

pilot manual

v1.3, 03/2015





Streamline
Performance



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Thank you...

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

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 harness.

Any updates to this manual, or relevant safety information, will be published on our website: 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 paragliding equipment 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 dedicated to fulfilling this dream.

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 pilots understand their equipment 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 Genie Race 3

The Genie Race 3 has been redesigned from the cocoon up to the aerocone. Every detail was assessed to generate the most aerodynamic harness on the market. A new nose design creates a wrinkle and drag free leading edge to cut through the air. The new cocoon took months of development to create the perfect shape and structure. We used new neoprene fabric to reduce drag and increase the longevity of the harness while also supporting the weight of the flight deck to remove pressure from your legs in flight.

The seat has a new, more comfortable, and more ergonomic shape to help the pilot achieve the most efficient flying position. To make the harness lighter and easier to use we have incorporated newer and fewer buckles. To make it safer we designed it with the T-buckle system to prevent the pilot from accidentally launching without the leg buckle attachments.

One of the main goals behind the new design was to incorporate a second rescue into the cocoon. In extreme situations with high G-force restricting you from reaching your main rescue, the front deploying rescue will be your safest option. Not only is it located in the most convenient location but we also wanted to give the pilot more options in the event of an emergency, you now have a right and left side handle. Now you can choose the safest side to throw to avoid line entanglement.

The all new aerocone has been modeled from a formula 1 race car. The shape perfectly mimics the outline of the pilots head and shoulders to greatly reduce turbulent airflow. A new internal structure was created to allow for better aerocone inflation and shape retention. We even implemented new titanium wire to add rigidity and optimize airflow.

We truly went the extra mile to ensure you get the best flying performance.



Specifications

The Genie Race 3 has EN and LTF certification.

Size	S	M	L
Pilot height (cm)	<175	170-185	>180
Weight (kg)*	7.4	7.8	8.2

Delivery package

- 1 Harness with Ginsoft race back protection
- 2 GIN Harness Carabiners
- 2 Rescue deployment handles
- 1 Main rescue Y bridle (pre-installed)
- 1 Front rescue bridle pair (red & black)
- 1 Front container (Rescue deck GR3 or Flight deck GR3)
- 1 3 Step speed bar
- 1 Detachable instrument panel

Optional items

Soft shackle

- Strong and lightweight
- Certified: 2,624kg
- Weight: 7g



Front rescue

- Yeti rescue
- #27, #35, #40
- Weight: 1.25, 1.5, 1.75



Main rescue

- One G #38 or #42
- Weight: 2.1 or 2.4
- * [or Yeti]



G-Chute

- One size
- 1.06m²
- Weight: 300g



For up to date information go to www.gingliders.com

Components of the Genie Race 3

Aerocone Inflatable Fairing system (AIF)
(p.13)



Rescue deployment handle, front
container inner bag & instrument panel



Back Protection
(p.13)



Hook Knife
(p.15)



GIN carabiners



Front container
(p.12)



3 step speed bar & Ronstan Pulley
(p.13)



Carbon seat & footplate
(p.13)



Front container

Incorporated into the cocoon of the Genie Race 3 is a multi function front container. Great attention was given to the design of a comfortable and easy to use flight deck. Safety features such as the T-buckle help prevent a pilot from accidentally forgetting to buckle the leg straps before attaching the flight deck. Shoulder strap attachments support the weight of the flight deck before launch so the cocoon remains comfortable through take off.

There are 2 options for the front container. The Flight Deck GR3 with a 10L ballast pocket or the Rescue Deck GR3 with a 5L ballast. The Genie Race 3 was designed with the front rescue deck container in mind and has been shaped specifically for a second, left sided rescue. For pilots who don't need a second rescue we made the Flight Deck GR3 to incorporate a larger volume pocket.

The Rescue Deck GR3 container features a reserve deployment handle located on the left side. The deployment handle has been strategically placed to help prevent accidental deployment. Now with two reserves, one on either side of the glider, the risk of deployment failure is greatly decreased. The front containers also feature a detachable instrument panel with neoprene cover to allow your flight equipment to be portable and protected during task briefings.



Rescue Deck GR3



Flight Deck GR3



Instrument panel

Back protection

The Genie Race 3 is equipped with the Ginsoft race removable 14cm moussebag back protector. The Ginsoft race is divided into separate containers to help dissipate air evenly in-case of a hard impact. The Genie Race 3 back protection is designed to protect the pilot in case of an impact by displacing the energy, but it cannot completely eliminate the risk of injury.

Aerocone Inflatable Fairing system

The Aerocone Inflatable Fairing system has been redesigned to match the body's intricate shape, allowing air to flow effortlessly over the passenger. Modeled after a formula 1 race car for optimum drag reduction. The Aerocone is inflated by bilateral rigid frame air ducts and supports an all new technically designed vent structure and titanium wire to maximize aerodynamics.

Speed bar & Ronstan pulley

Supplied with the Genie Race 3 is the 3 step speed bar. The multiple steps offer the pilot a greater range of speed control while using less energy. The speed system also utilizes the Ronstan pulley to reduce the bar pressure and save energy on those longer flights.

Carbon seat plate & foot plate

Included with your harness is a carbon seat plate and a carbon foot plate. This material is exceptionally strong while providing you with the an incredibly light weight and durable product.

Be sure to follow the installation instructions for proper use. (p.18)



Storage

Back pocket

There is a large back pocket located inside the aerocone. The pocket can be easily identified by the red fabric. The large back pocket can be used to store your rucksack and any extra gear you want to carry with you while flying. Sewn into the pocket are two pouches, one for a radio and the other for a hydration pack. An additional zipper pocket is provided for safe storage of valuables. At the top of the pocket are two holes for your hydration hose and radio cord. These can be threaded through the reserve attachment points at the top of your shoulder straps for extra comfort.

Hydration packs (e.g. Camelbak)

Located inside the large back pocket you will find a large pocket for a hydration pack or Camelbak. Place the water bag into the pocket and then pass the hose through one of the holes located at the top of the pocket and thread it out the hole at the top of the shoulder strap.

Accessory Pockets

Located on the sides of the harness, under the carabiners, are two zippered pockets to keep your belongings safe while allowing easy access in flight. These pockets are ideal for quick access to small items. Inside the pocket you will see a loop of red cord, this can be used to secure something small like a camera.

Seat Pocket

Underneath the seat is a red zippered pocket that is designed as a ballast container. It is located in the ideal position for weight balance. Be careful not to overload as this may interfere with the deployment of your rescue.



Hook Knife

Included with your Genie Race 3 is a hook knife installed into the right shoulder strap. The hook knife has two attachment points. The first is an elastic cord that is sewn into the shoulder strap to prevent accidentally dropping the knife while in use. The second is an easy to access strap, easily identified by its red color. This is attached with Velcro for quick release.

SOS Pocket

Located on the left shoulder strap is a pocket designed to be used with a GPS tracking device such as the SPOT® or track logger.

G-Chute Pocket

The Genie Race 3 has been equipped with G-Chute pockets located on both sides of the harness for easy accessibility and deployment during spiral dives. The G-Chute is easy to deploy allowing you a safer and more controlled decent. Re-packing while in flight is easy and only requires one hand to disable the chute and place back into the G-Chute pouch.



Before you fly

Make sure your dealer has checked the harness for completeness and basic settings. Your harness must be assembled by a suitably qualified paragliding professional, for example, your instructor.

Gin Gliders recommends that assembly be carried out in the following order. If you are in any doubt whatsoever about this procedure, please seek professional advice from your instructor, GIN dealer or importer.

Installing the speed system

Assemble the speed system from top to bottom. Pass the cord of the speed bar through the hole in the neoprene just under the carabiners. Route the cord through the pulley and run it along the outside of the seat. Pass the cord through a cover on the outside of the bottom plate through an O-ring. Tie the cord to the attachment points of the speedbar. Attach the elastic cord to the attachment point on the third step and tie it to the foot plate.

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





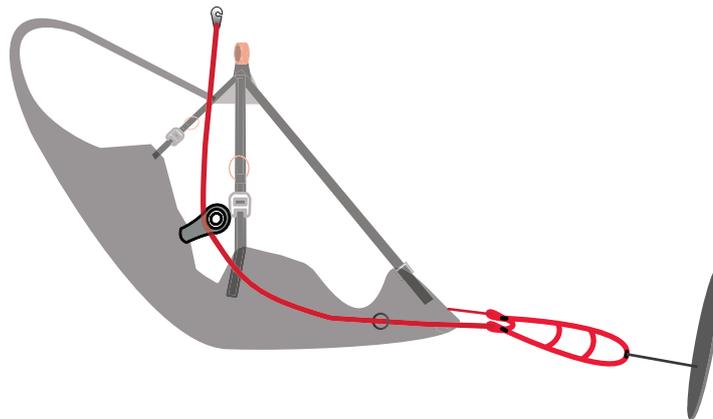
3 Along the side of the seat, through the O-ring



4 Attach to the speed bar



5 Attach elastic cord to foot plate



Installing the seat plate

The seat plate is removable and can be accessed by a panel at the rear of the seat. Simply remove by separating the leg straps and pulling out the back. When installing the seat plate be sure to loop the leg straps over the back edge of the seat (covered in Velcro). The carbon seat plate should be installed with the Velcro edge to the back and the front curve facing down.

WARNING: Forgetting to loop the leg straps behind the seat plate will place the pilot in great risk of falling out of the harness.



Installing the back protector

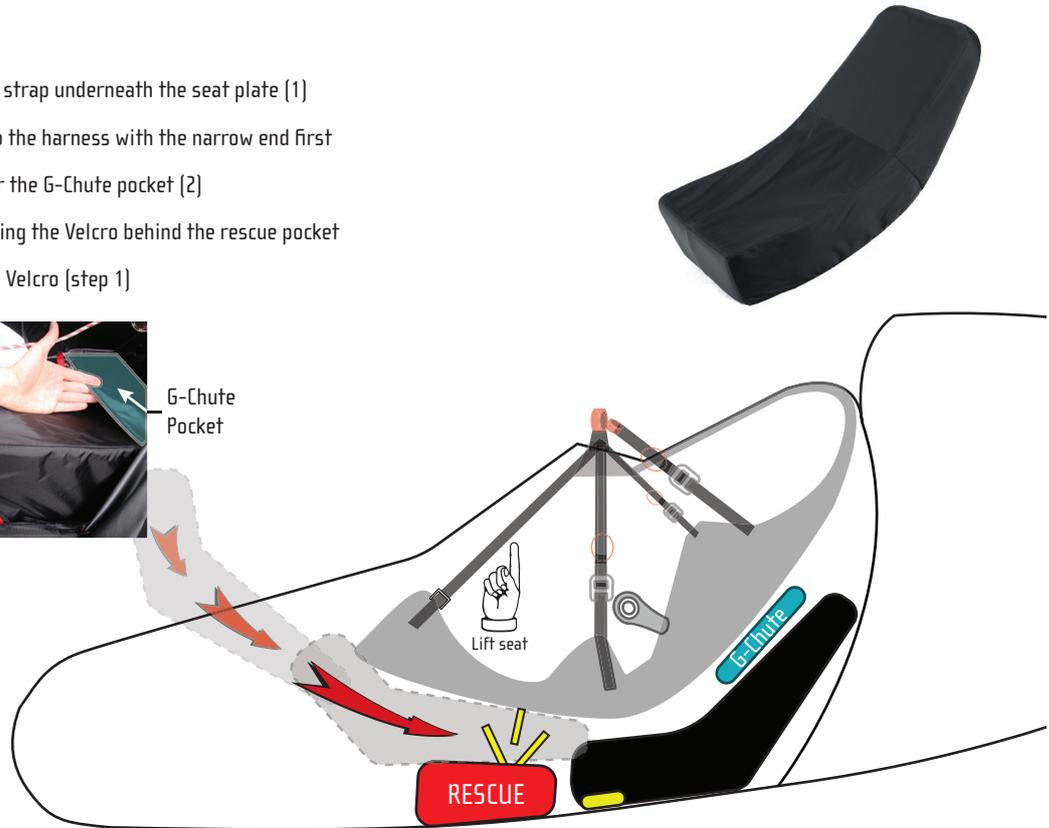
Install the Ginsoft race by:

- 1) Releasing the 3 fold Velcro strap underneath the seat plate (1)
- 2) Insert the Ginsoft race into the harness with the narrow end first
- 3) Pass the Ginsoft race under the G-Chute pocket (2)
- 4) Secure it to the harness using the Velcro behind the rescue pocket
- 5) Finish by closing the 3 fold Velcro (step 1)



G-Chute
Pocket

- Rescue container 
- Velcro 
- Back protector 
- G-Chute pocket 



Rescue Installation and compatibility check

GIN Gliders recommend that rescue installation is performed properly by a competent person. The Genie Race 3 is compatible with GIN One G or Yeti rescue parachutes. Other manufacturers' rescues may also be used but we cannot guarantee their efficacy—check your rescue manual for details.

Every first installation of a rescue system into the harness (that means every new combination of harness and rescue system) must be checked by a qualified paragliding professional for compatibility. To verify the installation, you must perform a test deployment by sitting in a simulator.

Rescue parachutes should be repacked at least every 150 days; so installing your rescue in a new harness may also provide a good opportunity for a repack. After every repack of the rescue parachute you should also do a compatibility check. Make sure that the rescue parachute can be released from the rescue container in the harness—it must be done by you, the pilot, sitting in the harness hanging from a simulator.

WARNING: If you are in any doubt about any aspect of rescue installation, seek professional advice.

IMPORTANT: You must perform a test deployment from a simulator to verify the installation.

Attaching the rescue deployment bag to the harness deployment handle

The rescue container of the Genie Race 3 comes with its own deployment handle. This handle and its strap must be connected to the deployment bag of the parachute. In particular, check the length of the strap connecting the rescue deployment handle to the rescue inner container. It should be long enough that the reserve can be extracted without the danger of the pins not being pulled before the strap tightens on the reserve, but not so long that there is excessive slack that extends the movement required for deployment.

The deployment bag of other manufacturers' rescue systems (i.e. non-GIN rescue systems) may have different loop positions which may cause a deployment failure. Be sure to contact your parachute dealer or a qualified professional to check the connection, position and secure deployment, and refer to the rescue manual for details.

Rescue container volume

The rescue should fit comfortably in the container. The rescue should be held so that it can't move around, but not too tightly that extraction becomes difficult. If necessary, place a piece of foam behind the rescue to reduce the depth of the container.

Attaching the rescue deployment bag to the harness deployment handle



Handle attachment



Pass the handle through the center loop



Pass the handle through itself



Pull to make a clean knot

Connecting the rescue bridles to the harness webbing

To connect a rescue to your harness we recommend using a GIN Rescue Carabiner. If you choose to use different type of connector, it should be rated at least 9 times the maximum weight. For example, our recommended 8mm Stainless Steel screwgate maillon (square) connector has a minimum breaking load of 28kN (2855 Kgf). It is the pilot's responsibility to check the compatibility of the rescue system and ensure that it is installed properly.

Be sure to inspect your connector during normal maintenance and safety checks. Replace it whenever there are any signs of wear and check your rescue system with a professional after any deployment. We recommend that you cover the connection using the Maillon rapid cover to prevent excess friction. Tape and/or rubber-bands should also be used to secure the attachment and prevent excess friction.

WARNING: When connecting the rescue bridle be sure to secure the connection using tape, rubber bands or heat shrink wrap. If the lines are not secure they may burn or cut from excess friction.

Maillon connection



Bridle attachment



Attach the Y bridle to the maillon and secure it with a rubber band



Attach the rescue to the maillon and secure with a rubber band



Check your connection and close the maillon firmly

Rescue bridle

Main Rescue

The main rescue comes pre-installed into the harness, sewn into the shoulder anchors. After connecting the rescue to the Y-bridle, close the bridle tunnel using the easy open zipper system. Make sure the bridle is packed cleanly, free of knots or tangles as you close the zipper.

Be sure to run the bridle tunnel zipper ALL the way to the end of the zipper track! Failure to do so will result in failure of the bridle tunnel opening and could cause serious injury or death.

IMPORTANT: Be sure to run the bridle tunnel zipper **ALL** the way to the bottom where it will fall off the track or it will impair the operation of the rescue deployment.



Neatly pack the Y bridle into the bridle tunnel



Zip closed the bridle tunnel



The zipper must run **ALL** the way to the bottom of the track



Front Rescue

Connect the red and black bridles to the front shoulder attachment points using a figure-8 knot. Cover the attachment with the neoprene top cover and then run the bridle through the Velcro bridle tunnel.

Install the bridles so that they are even at the bottom end. Then connect the red and black bridles to the front rescue bridle using a rescue carabiner, a Soft Shackle may also be used if attached properly.



WARNING: When connecting the rescue bridle be sure to secure the connection using tape, rubber bands or heat shrink wrap. If the lines are not secure they may burn or cut from excess friction.



*optional, lightweight attachment

Rescue Installation Guide

The Genie race comes with two options for a rescue. The main rescue is located under the pilots seat, and a front secondary reserve is located in the optional flight deck. It is very important to properly install the rescue parachute. If the parachute is not folded correctly or the lines are not placed properly then a serious if not fatal accident could result. If you have any doubts speak with your instructor or GIN dealer.

Main rescue installation guide

Using extra para line, pull the built in loops through the metal ring of each rescue container flap. Close the rescue container flaps in the order shown in the photos below. Secure the rescue container flaps by placing the yellow release wire through the loops as shown. Insert each side of the rescue handle into its neoprene sleeve and secure with the attached Velcro.



Fold the parachute lines neatly into a zigzag pattern so the lines do not cross



Place the rescue into the bag with the handle attachment facing UP

WARNING: When installing the reserve make sure the reserve handle is up and the reserve lines are facing down.



Front rescue container installation guide

For installation first connect the provided red and black bridles to the front shoulder attachments and then pass through the bridle tunnel (1).

Arrange the extra para-cord in an “S” pattern at the back of the rescue container (3). Place the parachute into the rescue container with the handle attachment facing out (4). Then connect the red and black bridle’s to your rescue. Gin Gliders recommend the use of the Soft Shackles.

Close the container by pulling the eyelets through the container flaps in the order shown below (5-8). Finish by passing the plastic handle wire through the eyelets on the outside of the container (9).

Make sure to follow this procedure carefully and consult a professional with any questions to ensure proper installation.





Attaching the front container

The Genie Race 3 has been engineered with an interchangeable flight deck. To change between the two options follow the instructions below.

1. Pass the strap through the square ring and the double slider on both sides (A-F)
2. Connect the zipper of the flight deck to the matching zipper on the cocoon (p.33, #2)
3. Attach the Velcro tab on the zipper to the cocoon
4. Pass the strap through the double buckle attached to the carabiner (red strap)
5. Connect the two ends of the side release buckle





Adjustments

Adjust the Genie Race 3 to suit your physique and flying style. It is important to adjust it correctly to ensure you can easily slide into the sitting position after take off. A poorly adjusted harness can adversely affect the flying characteristics of your paraglider.

Perform adjustments before your first flight by hanging in a simulator and fine-tune the settings if necessary during your first few flights.

Shoulder Straps

The optimum setting for the shoulder straps depends on the height of the pilot. Stand upright with the chest/leg straps closed, and symmetrically adjust the shoulder straps until they are a snug fit, but not tight. To tighten, pull on the black loop forward and down (1). To loosen, pull the red loop at the top of the shoulders up and backwards (2).



NOTE: Make sure that the rescue system has been installed before making adjustments.

Chest Strap

The adjustment of the chest strap controls the distance between the carabiners and affects the handling and stability of the glider. Widening the distance between the carabiners increases feedback from the wing and allows for easier weight shifting. Closing the strap gives you a more stable feeling in turbulence but increases the risk of stable spiral and also the risk of twisting!

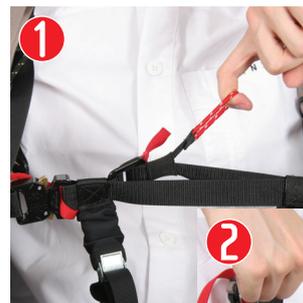
The chest strap may also be adjusted in flight according to the conditions; for example, it may be tightened in turbulent air and flown at a looser setting in less turbulent or weak conditions.

To tighten, pull the large red loop to the left (1). To loosen, pull the smaller red strap up and to the right (2).

Leg Straps

The correct adjustment of the leg straps allows the pilot to easily reach the sitting position after take-off without using his hands. In the standing position, use the buckles under the chest strap to adjust the leg straps so that they fit comfortably without being tight; make sure you do it symmetrically. If you need to lengthen the leg straps, first check that the shoulder straps are not too tight. It is not normally necessary to make large adjustments from the default leg strap setting.

To tighten, pull down and away from yourself (3). To loosen push the release button and pull up on the buckle (4).



Lateral Straps- two straps (1)

The lateral straps adjust the angle between the thighs and the back. Lengthening the straps increases the angle and vice-versa. Remember that flying in the supine position (i.e. leaning back), reduces the stability of the harness and increases the risk of riser twists after a deflation. Make adjustments to the metal Edelrid buckle and then match the adjustment on the upper plastic buckle.

Seat Straps (2)

The seat straps change the depth of the seat. Adjust to find a comfortable position. In the sitting position, lengthen the straps to their maximum at first and then use the plastic buckles to shorten the straps to find a comfortable position with good back support. Lengthening the straps also helps you to slide easily into the harness at take off, while shortening the straps helps you to be in the standing position for landing.

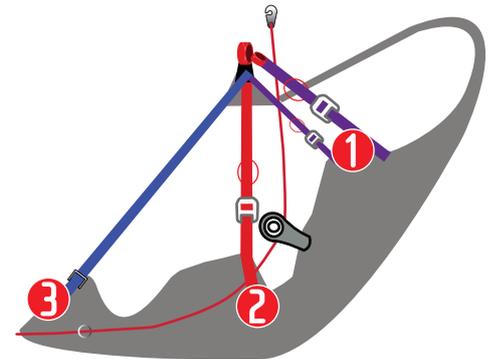
Side Straps (3)

The seat adjustment straps allow you to adjust the angle of the front of the seat. To get the optimum setting you can loosen these straps to the maximum in the sitting position and start pulling the straps until you get the comfort from the leg support depending on the flying style of the pilot.

Speed Bar

Hanging in the simulator, adjust the length of the speed bar cord so that the bar hangs at least 15cm below the front of the harness. Making the cord too short could result in the speed system being constantly or unintentionally engaged during flight. It is safer to start with the speed bar a little long and shorten it following your first flights. Test the speed bar in flight only after you are comfortable with your new harness, and always do so in calm conditions with ample clearance above the ground.

CAUTION: Check that the metal buckle (1) takes the majority of the load. If not, there is an increased risk of the higher plastic buckle failing under high G-forces.



- ① Lateral strap
- ② Seat strap
- ③ Side strap

Flying with the Genie Race 3

General warnings and advice

Before every flight, 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 coverage (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, eye-wear 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 use your new equipment? If not, have your instructor or dealer explain anything you are not sure about.

When you go for your first flight on your new harness, 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 harness.

Pre-flight checks

As part of your normal pre-flight check routine, check:

Is there any damage to the harness or carabiners that could affect its airworthiness?

Is the rescue parachute container closed correctly with the pins in the right position?

Is the deployment handle correctly inserted or attached?
Are all buckles, belts, zips securely fastened? Buckles should click into place as you close them, and a gentle pull on the fastened buckle verifies this. Secure any zips after fastening the buckles. Take extra care in snowy or sandy environments.

Is the paraglider connected correctly to the harness with both carabiners secured by their locking mechanisms?

Is the speed bar attached correctly to the glider?

Are all pockets closed properly and any loose items tied down safely?

Is the air chamber intake open and clear?

Have you closed your leg and chest straps? Double check before you take off!

Rescue Deployment

In the event of an emergency, you must quickly evaluate your height and the seriousness of the incident. A seconds hesitation in deploying the reserve could prove fatal if there is insufficient height. On the other hand, deploying the rescue when the glider is recoverable may result in needless injury.

If you decide to deploy the rescue:

Look for the rescue handle and grasp it firmly with one hand

Pull sideways and upwards on the handle to release the deployment bag from the harness container

Look for a clear area, and in a continuous motion, throw (and RELEASE!) the rescue away from yourself and the glider, preferably into the air stream or against the direction of spin. After

IMPORTANT: In normal flight, periodically feel the position of the rescue handle so that the action of reaching for the rescue handle is instinctive in an emergency.

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".

deployment, avoid entanglement and pendulum motions by promptly pulling in the glider as symmetrically as possible with the B, C, D or brake lines.

On landing take an upright body position and be prepared to do a PLF (Parachute Landing Fall) to minimize the risk of injury.

Landing with the Genie Race 3

Before landing, slide your legs forward in the harness so that you adopt the standing position. NEVER land in the seated position—it is very dangerous even if you have back protection. Standing up before landing is an active safety precaution.

Miscellaneous

Towing

The Genie Race 3 can be used for towing. Be sure to use the proper towing bridle equipment.

Tandem Flying

The Genie Race 3 is not designed for tandem flying. See www.gingliders.com for details of our harnesses specifically designed for tandem flying.

Flying over water

Water landings should be avoided at all costs, as the back protection increases the risk of the pilot floating in a head-down position. For safety training over water, we recommend wearing a proper flotation vest with a head support holding the wearer's head above the surface even when unconscious.

IMPORTANT: Each time you land, always be prepared to perform a PLF (Parachute landing fall).

Getting into the Genie Race 3

For your safety it is important to connect each buckle before launch. We recommend the following order for securing your buckles when preparing for launch.

NOTE: It is best to get into the habit of always attaching your chest strap first.



Left buckle



Right buckle



Inner cocoon buckle



T buckle to harness



T buckle to flight deck



Outer right magnet clip

Maintenance and repairs

The materials used in the Genie Race 3 have been carefully selected for maximum durability. Nevertheless, keep your harness clean and airworthy to ensure the longest possible period of safe operation.

Care and maintenance

Don't drag your harness over rough or rocky ground. Avoid unnecessary exposure to UV rays, heat and humidity. Keep the folded harness in your rucksack when not in use.

Store all your equipment in a cool, dry place, and never put it away while damp or wet. Regularly clean off dirt with a plastic bristled brush and/or a damp cloth. If the harness gets exceptionally dirty, wash it with water and a mild soap. Make sure you first remove the entire sub-components for example, rescue parachute etc. Allow the harness to dry naturally in a well ventilated area away from direct sunlight. If your rescue parachute ever gets wet (e.g. in a water landing) you must separate it from the harness, dry it and repack it before putting it back in its separate outer container. Occasionally lubricate the zips and buckles with silicone spray, no more than once a year.

After a hard landing you must check your harness for damage, pay close attention to the rescue container and verify all of the attachments are secure.

Inspection checklist

In addition to regular pre-flight checks, the Genie Race 3 should be inspected thoroughly on every rescue repack of 150 days. Additional inspections should be performed after any crash, bad landing or take off, or if there are any signs of damage or undue wear. Always seek professional advice whenever in doubt.

The following checks should be carried out

Check all webbing, straps and buckles for wear and damage, especially the areas that are not easily seen, such as the inside of the carabiner hook-in points.

All sewing must be intact and any anomalies attended to immediately to avoid exacerbation of the problem.

Special attention should be paid to the rescue installation, particularly the elastic and Velcro parts.

The seat and back plates must be free from cracks.

The main aluminium carabiners must be replaced at least every 5 years or after 500 hours, whatever comes first. Impacts may create undetectable cracks that could result in structural failure under continuous load.

Repairs

The manufacturer or an approved specialist should carry out any repair that involves critical parts of the harness. This will ensure that the correct materials and repair techniques are used.

GIN quality and service

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

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 data

Size	S	M	L
Pilot height (cm)	below 175	170-185	over 180
Height of attachment points (cm)	41	42	43
Carabiner distance (cm)	35-55	35-55	35-55
Weight (kg)	7.4	7.8	8.2

Certification

The Genie Race 3 has EN and LTF certification, max load 120kg

Genie Race 3 harness: [EN] 1651-99 , [LTF] 91/09

Parachute container

Integrated container underneath seat plate

Back protection

Ginsoft race 14cm Mousse bag

Materials

Harness fabric

Outer	N66 210D Shadow R/5 PU2 , N/70D 3Line R/5 PU
Inner	Oxford 210D PU

Webbing

DYNEEMA 25mm, polyamid 15mm

Buckles

FC24B Cobra fix -28mm

Thread

P/F 210 D/9 Bonded, P/F 280 D/3 & 420 D /3 Bonded POLYESTER



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