

Rescue Cockpit



Rescue Cockpit User manual v1.0.0, 11/12/2018

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 wing 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.

This equipment must never be used for parachuting or BASE jumping. You must wear a helmet as well as all other standard safety equipment required for paragliding. This equipment is strongly recommended to be used by an experienced paraglider pilot only.

© Gin Gliders Inc

The information in this manual is provided for guidance only and is subject to change without notice. This manual is not intended as a comprehensive assembly, use, service, repair or maintenance manual. Please see your dealer for all assembly, service, repairs or maintenance. Your dealer may also be able to refer you to classes, clinics or articles on paraglider use, service, repair or maintenance.

Thank you...

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

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 equipment.

Any updates to this manual, or relevant safety information, will be published on our website: www.gingliders.com. You can also register for email updates via our website.

Happy flying and safe landings,
GIN Team

CONTENTS

Manual	6
Gin Gliders Homepage	6
Gin Gliders and the environment	7
Respect for nature and the environment	7
Safety	8
Safety advice	8
Safety notices	8
Liability, warranty exclusion and operating limitations	9
Liability and warranty exclusion	9
Operating limitations	9
Introduction of the Rescue Cockpit	10
Included with the Rescue Cockpit	10
Packing the Rescue Cockpit	11
Rescue handle attachment	12
Connecting the rescue bridle	13
Closing the cockpit	14
Connect the Rescue Cockpit to the rescue bridle	15
Adjust volume of the Rescue Cockpit	15
Installing the Rescue Cockpit	16
Preflight check	16
GIN quality and service	17
Final words...	17
Addresses	18

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 aerodynamicists, 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. Our facilities are independently certified to AS9100C (Aerospace standard) and also to ISO 9001:2008.

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!

Manual

We recommend that you familiarise yourself with your new Rescue Cockpit by reading this manual before your first use. This will allow you to learn the best way to use it in various situations. This manual contains details on design of the Rescue Cockpit, technical data and illustrations, however the information is subject to change. We reserve the right to make changes without prior notification.

This manual was current at the time of going to print. The latest version can be downloaded from GIN's website.

Gin Gliders Homepage

Gin Gliders has a comprehensive website, which provides additional information about the Rescue Cockpit, any updates to the manual and many other issues related to paragliding. GIN's website is the first port of call for GIN's worldwide following:

www.gingliders.com

On Gin Gliders website, you will find an extensive range of accessories for your paraglider, useful products for pilots, as well as additional information and accessories.

You will also find links there to other services and websites:

- [Gin Gliders shops](#)
- [Facebook, Twitter & YouTube](#)

These websites and their content are provided for your use. The content of GIN Gliders websites has been made available for your use on an "as is" and "as available" basis. GIN Gliders reserves the right to alter the websites at any time or to block access to them.

Gin Gliders and the environment

Protection of the environment, safety and quality are the three basic values of Gin Gliders and these have implications on everything we do. We also believe that our customers share our environmental awareness.

Respect for nature and the environment

You can easily play a part in the protection of the environment by practising our sport in such a way that there is no damage to nature and the areas in which we fly. Keep to marked trails, take your rubbish away with you, refrain from making unnecessary noise and respect the sensitive biological equilibrium of nature. Consideration for nature is required even at the launch site!

Paragliding is, of course, an outdoor sport – protect and preserve our planet's resources.

Safety

WARNING: the safety advice and instructions contained in this manual must be followed in all circumstances. Failure to do so shall render invalid any certification and/or result in loss of insurance cover, and could lead to serious injuries or even death.

Safety advice

Paragliding demands a high level of individual responsibility. Prudence and risk-awareness are basic requirements for the safe practice of the sport, for the very reason that it is so easy to learn and practically anyone can do so. Carelessness and overestimating one's own abilities can quickly lead to critical situations. A reliable assessment of conditions for flying is particularly important. Paragliders are not designed to be flown in turbulent weather. Most serious accidents with paragliders are caused by pilots misjudging the weather for flying.

Paragliders are subject to the guidelines for air sports equipment and must not under any circumstances be flown without a valid certification. Independent experimentation is strictly prohibited. This manual does not replace the need to attend training at a paragliding school.

Observe the other specific safety advice in the various sections of this manual.

Safety notices

Safety notices are issued when defects arise during use of paragliding products which could possibly also affect other products of the same model. The notices contain instructions on how the affected gliders can be inspected for possible faults and the steps required to rectify them.

Gin Gliders publishes on its website any technical safety notices and airworthiness instructions which are issued in respect of GIN products. The product owner is responsible for carrying out the action required by the safety notice.

Safety notices are issued by the certification agencies and also published on the relevant websites. You should therefore regularly check the safety pages of the certification agencies and keep up-to-date with new safety notices which cover any products relating to paragliding.

Liability, warranty exclusion and operating limitations

Use of the Rescue Cockpit is at the pilot's own risk! Any current paraglider or harness was tested according to EN or CCC. This container is made for rescues that are hand-deployed reserve parachutes for paraglider pilots to be used in an emergency situation while flying.

Pilots are responsible for their own safety and must ensure that the airworthiness of their paragliding equipment, which includes also the Rescue Cockpit and everything should be checked prior to every flight. The pilot should launch only if the paraglider is airworthy. In addition, pilots must observe the relevant regulations in each country.

The glider may only be used if the pilot has a licence which is valid for the area or is flying under the supervision of an approved flying instructor. There shall be no liability on the part of third parties, in particular the manufacturer and the dealer.

ATTENTION: Maximum speed for usage for paragliding rescues is: 32 m/s (115 km/h)

CAUTION: Paragliding rescues have a repacking interval of 6 months. Each time the rescue is repacked it should be inspected for damage, the effect of water, sand, salt or other environmental influences may reduce the repack / inspection interval.

Liability and warranty exclusion

In terms of the warranty and guarantee conditions, the Rescue Cockpit may not be flown if any of the following situations exists:

- the pilot has incorrect or inadequate equipment (reserve, protection, helmet etc)
- the pilot has insufficient experience or training

Operating limitations

The Rescue Cockpit must be operated only within the operating limits. These are exceeded, if one or more of the following points apply:

- the glider is flown in rain or drizzle, cloud, fog and / or snow
- the container and rescue parachute is wet
- there are turbulent weather conditions or wind speeds on launch higher than 2/3 the maximum flyable airspeed of the glider (varies according to the total take-off weight)
- air temperature below -10°C and above 50°C

Introduction of the Rescue Cockpit

For pilots who prefer to fly with a front rescue, the Rescue Cockpit can be used with most harnesses and rescues. The instrument panel allows easy viewing of all your flight instruments.



Included with the Rescue Cockpit

- Rescue Cockpit
- Rescue handle
- Y-Rescue bridle



Packing the Rescue Cockpit

Gin Gliders recommend that rescue installation is performed properly by a competent person. The rescue parachute is a pilot's last resort and failure to pack or connect the reserve parachute in the correct way may cause death or severe injury. The pilot is responsible for ensuring proper installation.

This Rescue Cockpit is compatible with the G-Lite, Yeti and Yeti Cross rescue parachutes. Other manufacturers' rescues may also be used but we cannot guarantee their function. The pilot is responsible for checking compatibility.

Every first installation of a rescue system into the Rescue Cockpit 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; installing your rescue in a new Rescue Cockpit may also provide a good opportunity for a repack. After every repack of the rescue parachute you should also do a compatibility check.

Compatible products by size

M size : G-lite #32, Yeti rescue #27, #35, #40, Yeti Cross #26, #32

L size : G-lite #39, Yeti Rescue #45, #50, Yeti Cross #38

Rescue compatibility

ALWAYS MAKE SURE THAT THE RESCUE PARACHUTE CAN BE RELEASED FROM THE RESCUE CONTAINER—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.

IMPORTANT: Make sure that both Y-rescue bridle ends are connected with a main carabiner on each side.

Rescue handle attachment

Before you attach the rescue handle, 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.



Pass the handle through the center loop

Pass the handle through itself

Make a loop like shown in the picture. Pull to make a clean knot

CAUTION: Please use the center attachment loop. If the handle is connected to the side loop, Rescue deployment can be delayed or may even be prevented.

IMPORTANT: The deployment bag of other manufacturers' rescue systems may have different loop positions which may cause a deployment failure.

Connecting the rescue bridle

We recommend that the rescue is connected with a handshake-knot with the rescue bridle (see pictures below). In case you use a different type of connector like a carabiner, make sure that it is rated at least 9 times the maximum weight.

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 connection 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.



Slide the single end of the rescue bridle along the rescue webbing and pass the split ends through the loop of the rescue. Pull hard to make a clean knot.

ATTENTION: Make sure that the knot is tight. A loose knot might lead to failure in case the rescue is deployed under high speeds.

In case we use a carabiner to connect your rescue to your rescue bridle:

We recommend that you cover the connection using the Maillon rapid cover to prevent excess friction. Rubber-bands should also be used to secure the attachment and to prevent friction.



Correct carabiner-connection

Closing the cockpit

Close the cockpit as described below:



Place the rescue in the open Cockpit. Place the blue bridle on the right side and the red bridle on the left side



Use a paracord to pass the rubber band through the loops of the base flap



Pass the rubber band through the top flap



Pass the pin through both rubber bands



Close the cover and attach the Velcro

Connect the Rescue Cockpit to the rescue bridle

The Rescue Cockpit needs to be connected to the rescue bridle, otherwise the connection could become loose or the rescue could even get pulled out of the Rescue Cockpit. Please connect the Rescue Cockpit to the rescue bridle as shown:



Pass the black strap from the Rescue Cockpit through the plastic buckle



Pass the strap also through the entire plastic buckle



Pass the black strap back through the buckle to prevent sliding

Adjust volume of the Rescue Cockpit

It is possible to adjust the Rescue Cockpit to accommodate different rescue volumes by using the rubber bands on each side of the Rescue Cockpit.



Installing the Rescue Cockpit

The Rescue Cockpit can be used on any harness and with any glider. Connect both rescue bridles with the main carabiners. GIN harnesses have color coded webbing connections. The RIGHT side of harness has a BLUE webbing connection, the LEFT side of the harness has a RED webbing connection. This matches the colours of the Rescue Cockpit risers for safe and easy connection. It is possible to secure the Rescue Cockpit with the two lower straps.



Preflight check

The deployment 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.

IMPORTANT: After you have finished packing the Rescue Cockpit, you must do a test deployment to ensure that it can be deployed correctly.

IMPORTANT: Make sure that both rescue bridles are connected with a main carabiner on each side.

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.

Final words...

Most of us today live in a dependent society where we are regulated and protected. Individuals rarely are afforded opportunities 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

Addresses

Gin Gliders Inc.
285-1 Galdam-Ri, Mohyun-Myun
Yongin City, Kyunggi-Do
449-851 Korea
Fon: +82-31-333-1241
Fax: +82-31-334-6788
www.gingliders.com

DHV
Miesbacher Str. 2
Postfach 88
83701 Gmund am Tegernsee
Germany
Fon: +49 (0) 8022 9675 - 0
Fax: +49 (0) 8022 9675 - 99
Email: dhv@dhv.de
www.dhv.de

EAPR
European Academy of Parachute Rigging
Marktstr. 11
87730 Bad Grönenbach
Germany
Fon: +49 (0) 8334 - 534470
Fax: +49 (0) 8334 - 534469
Email: info@para-academy.eu
www.para-academy.eu

FAI - Fédération Aéronautique Internationale
Maison du Sport International
Av. de Rhodanie 54
1007 Lausanne
Switzerland
Fon: +41 21 345 1070
Fax: +41 21 345 1077
www.fai.org

DULV
Mühlweg 9
71577 Großerlach-Morbach
Germany
Fon: +49 (0) 7192 93014 - 0
Email: info@dulv.de
www.dulv.de

Air Turquoise SA
Route du Pré-au-Comte 8
1844 Villeneuve
Switzerland
Fon: +41 219 65 65 65
Fax: +41 219 65 65 68
www.para-test.com



Gin Gliders Inc.
285-1 Galdam-Ri, Mohyun-Myun, Yongin-City, Kyunggi-Do, Korea
www.gingliders.com,
gin@gingliders.com