



G I N

Boomerang 7 Owner's Manual



Thank you for taking your time to read Boomerang 7 manual.

Thank you...

Thank you for choosing the Boomerang 7. We are confident that this paraglider will provide you with countless exciting experiences, long flights and exceptional competition results. This manual contains all the information you need to fly and maintain your paraglider. A thorough knowledge of your equipment will keep you safe and enable you to maximize your full potential.

Please pass on this manual to the new owner if you do resell your glider.

Happy Flights and Safe Landings,

The GIN Team

Safety Notice

By the purchase of our equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of GIN equipment greatly increases these risks. Neither Gin Gliders Inc nor the seller of GIN equipment shall be held liable for personal or third party injuries or damages under any circumstances.

Please note: This glider is a competition wing without LTF or EN flight test for certification, and should be flown by very experienced pilots only. To fly the Boomerang 7 safely you must fly at least 100 hrs. per year and have several years flying experience. If any aspect of the use of our equipment remains unclear, please contact your local paragliding instructor, GIN reseller or the importer in your country.

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1. Gin Gliders

Gin Gliders was formed in 1998 by paraglider designer and competition pilot Gin Seok Song and his team of engineers and test pilots.

Gin's philosophy is simple: to design gliders that he, and any other pilot, will love to fly. This philosophy applies equally for an easy glider like the Bolero, as for the world-beating competition glider, the Boomerang. No glider is released to the market without Gin's complete satisfaction.

Gin has over 20 years' experience of designing and manufacturing paragliders, and is backed by an equally experienced team, both within the company in Korea and throughout a worldwide network of distributors and dealers. The GIN Team has dominated the Paragliding World Cup from 1998 to the present day and has had countless other competition successes in World Cups, World and National Championships. This high level of expertise provided by dedicated professionals ensures that you get the best possible product support and after sales service.



2. Introducing the Boomerang 7

The Boomerang 7 is a whole new aerodynamic concept of high end competition wing. It's the culmination of Gin's years of experience in international competition and the latest technological advances in paraglider design, customized computer software and materials. The Boomerang 7 offers exceptional performance combined with a precise handling and a sufficient safety margin. This allows the pilot to accurately feel the sensations of flight, and thus develop an active flying style. Rapid progression up the learning curve is enabled, as the pilot becomes acquainted with using the speed and performance of this wing. The Boomerang 7 will allow you to experience the full pleasure of free flight with the highest performance available today.

For Pilots Who ...

The Boomerang 7 is a perfect competition glider and is suitable for the very experienced pilot who flies frequently and wants the highest performing glider. The Boomerang 7 is designed for all kinds of flying, from ridge soaring to thermalling, but is optimized to go further in cross country or to win competitions.

Cutting-edge Design

Gin has made extensive improvements in the Boomerang 7 compared to the Boomerang 6. There's a new rounded leading edge inlet shape with a mesh system which works like an air valve, opening at higher speeds. The traditional GIN Rigifoil system and Rigifoil Max system are combined to prevent deformation of the leading edge at speeds over 55km/h. These innovations improve glide ratio and stability at maximum speed and in headwinds or rough air without sacrificing the level of security required by competition pilots.

Countless prototypes have been built, tested and compared to find the optimum. The new profile is designed for high lift when climbing, and has an aspect ratio of 8.0 with 3 rows of lines for stability. Wing span and height are well balanced by reducing the overall line length and by optimizing the shape of the arc.

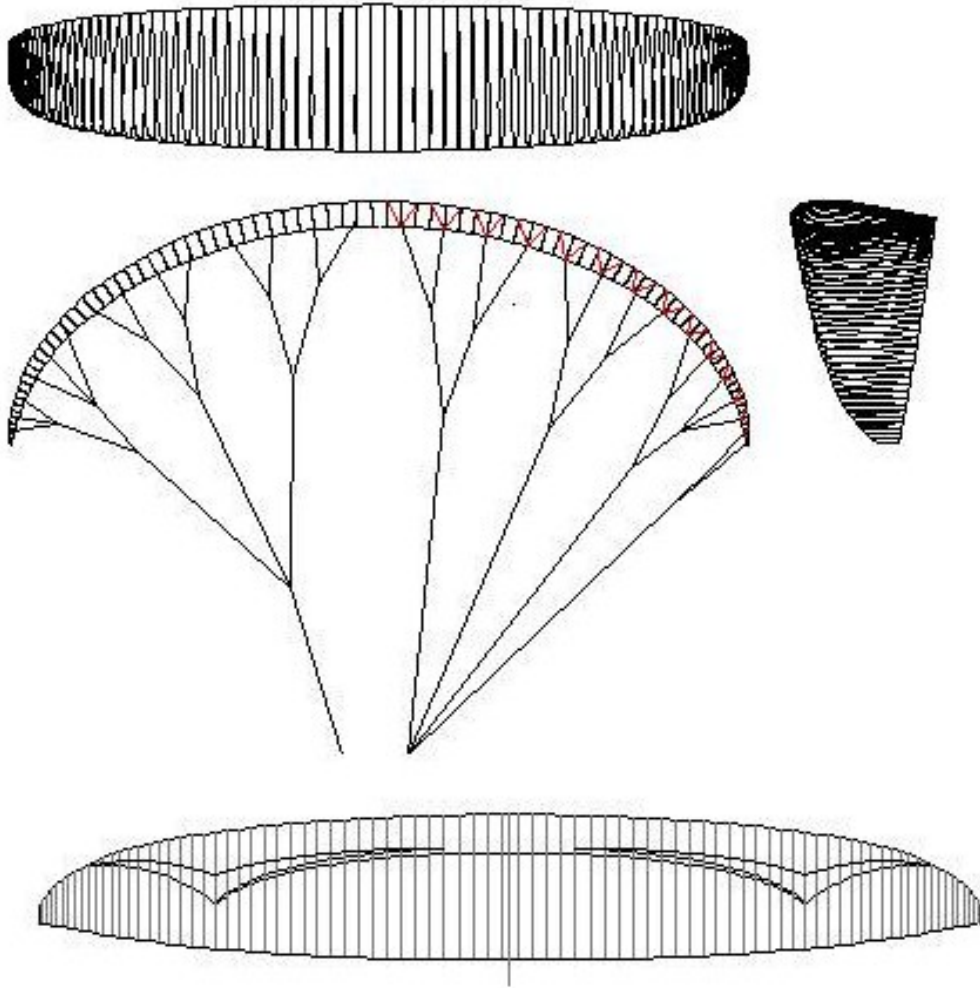
The end result is handling that gives an instantaneous response with moderate brake pressures. This enables efficient and easy climbing in thermals as well as using weak lift when ridge soaring. The Boomerang 7 pulls nicely into thermals and allows you to feel accurately any kind of thermals through precise feedback from wing.

The brake handle is attached with a swivel to avoid the brake line twisting after use.

A modified riser system gives you higher top speed and a better sink rate at speed. We have used a ball bearing (HARKEN) pulley for the accelerator line in the speed system, to decrease the friction when you use the speed system. This helps the pilot to feel less fatigue during a long competition flight.

Weight and drag are minimised wherever possible, without concessions to safety or performance. A lighter fabric is used for the bottom surface, and line attachment reinforcements inside the profile are made of a lighter fabric that also provides a more even load distribution. The lines are thin unsheathed Kevlar, and the line cascade is made of 100% Aramid with reinforced splicing in the line core and with an external sleeve added just at the end of the line in contact with the metal carabiner.

These and other innovations ensure that by purchasing the Boomerang 7, you are getting the best possible glider in its class.



Manufacturing

All GIN gliders are produced in the company's own facilities using the most modern techniques. Highly skilled staff takes extreme care during the entire manufacturing process. Stringent quality control is made after each step, and all materials that go into each wing can be traced. These measures guarantee that pilots fly with the assurance that their wing meets the most exacting safety standards.

3. Before you fly

Pre-delivery Inspection

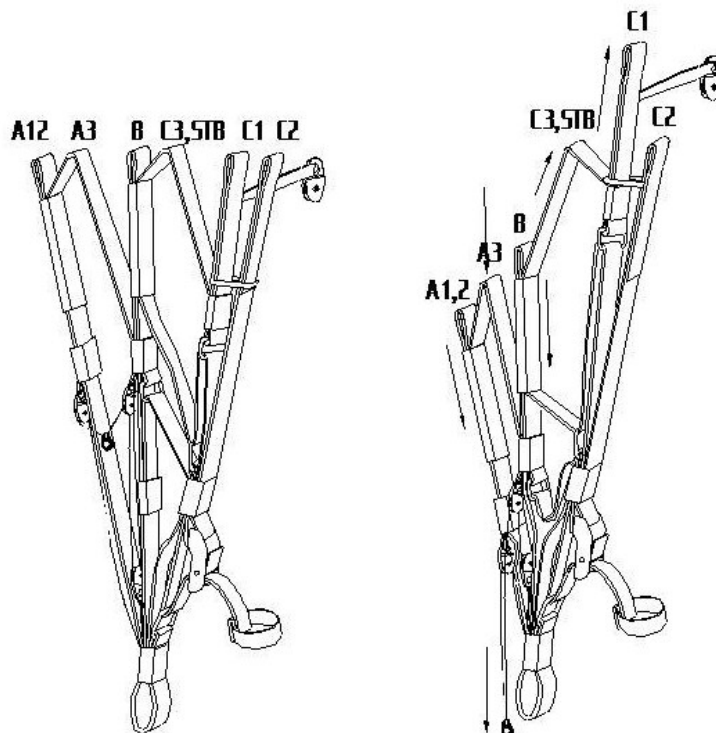
The Boomerang 7 is delivered with speed system, rucksack, inner bag, concertina bag, compression strap, repair tape and a USB stick which has this manual. Your instructor or dealer should have made a test inflation followed by a test flight before delivery.

Speed System

The speed system increases the maximum speed by lowering the angle of attack with a ball bearing pulley-guided, foot-operated system. More than 24 km/h gain in speed can be realized with the accelerator at full travel.

It is important to have your accelerator system correctly routed through your harness and attached to the risers with the supplied Brummel hooks. The length of the speed bar should be initially adjusted while on the ground, sitting in the harness so that the legs are fully extended at the point of full accelerator travel. It is helpful to have an assistant hold the risers taut while making this adjustment. Subsequent fine tuning can be done on the ground following the first flight with the speed system. If in doubt about this procedure, consult your instructor or dealer.

| Riser | A | B3 | B1,2 | C3, STB | C1 | C2 |
|----------------------|------|--------|------|---------|------|------|
| Length at trim speed | 47cm | 47cm | 47cm | 47cm | 47cm | 47cm |
| Length at full speed | 20cm | 24.5cm | 29cm | 41.5cm | 56cm | 47cm |



Trimmer

The trimmer is useful to control the glider angle and speed according to the wing loading and conditions in which you fly.

There are two lines of stitching on the trimmer webbing. Neutral position of the trimmer is shown by the lower stitched line. When the trimmer is at the neutral position, the risers are all of equal length. The trimmer should be in the neutral position for launching and landing.

As the trimmers are pulled on, the glider speed will be slowed and sink rate will be decreased (better). This effect is useful to gain a better climb rate in thermals. The trimmer can also be used asymmetrically. Pulling the trimmer on the inside riser when thermalling will help you to turn inside with less brake pressure. **Please note however that pulling the trimmer on gives you less precise handling. Don't fly with both or one side of trimmer closed in strong or turbulent conditions.**

When the trimmer is set between the neutral position shown by the lower stitching line and a position 1cm higher than the higher stitching line, you will have a more precise feel in the handling depending on your wing loading and each pilots' taste.

As the trimmer is released further, the C lines will lengthen to give a reflex effect. This effect will give more speed and more pitch stability at high speed. **Releasing the trimmer too much gives a less precise feeling in the handling, therefore don't fly with trimmers released more than 2cm from neutral position in strong or turbulent condition.**

All effects of using the trimmer depend on the individual wing loading, the air conditions in which you fly and each pilots' taste. Don't neglect the negative effects of trimmer use and spend time to find your ideal trimmer settings.

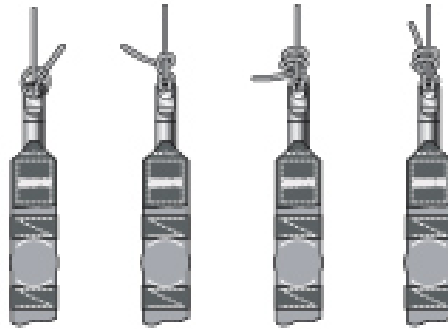


Brake line adjustment

The main brake line lengths of the Boomerang 7 have been fine tuned by GIN test pilots, and it should not be necessary to adjust them.

In soaring flight, it is common to fly with half a wrap on the brakes and hold the handles on the knot. However, care should be taken to release the wraps in any extreme situation.

If you do need to make adjustments to suit your harness, body and flying style, we strongly recommend that you test fly the glider with every 2cm of brake adjustment. There should be a minimum of 10cm of free brake travel when the glider is flown hands-off. This prevents the brakes being applied unintentionally when the speed system is fully engaged. We recommend a double sheepshank or a bowline knot for the brake handle attachment as shown in the diagram.

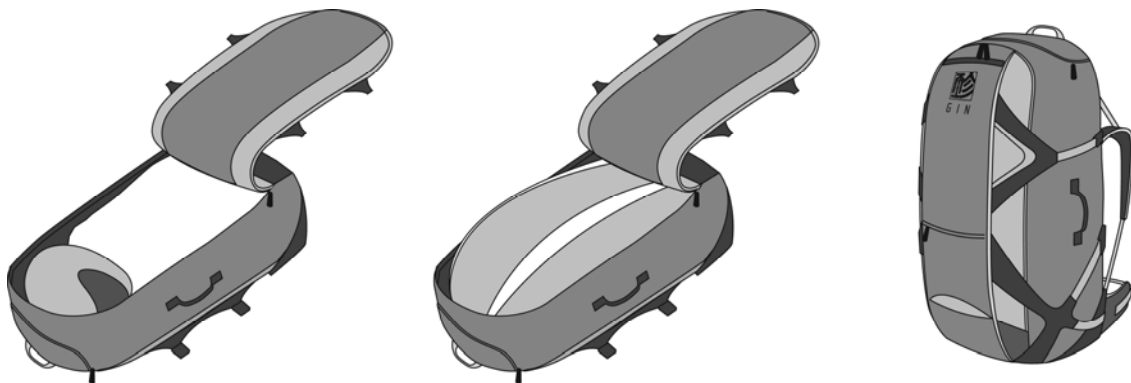


Rucksack

All Gin gliders are delivered with a durable ripstop KODURA® rucksack, designed for ergonomic carrying comfort and ease of use.

The rucksack should be packed carefully to achieve maximum comfort. First, place the glider inside the harness and then put the top of harness in the bottom of the rucksack with the glider side next to the back of the rucksack. Finally, tighten the internal and external compression straps and adjust the shoulder and waist straps to ensure the equipment stays firmly in place when walking. There are also two storage pockets for accessories.

An XXL rucksack (200L capacity) is available as an optional extra for pilots that require it.



Your harness

The Boomerang 7 can be used with the Genie Race harness to optimize the safety and the performance. Check with the manufacturer of the harness or your paragliding instructor if in doubt.

The adjustment of the harness chest strap controls the distance between carabiners and affects the handling and stability of the glider. Tightening the chest strap too much increases the feeling of stability but also increases the risk of twisting after a glider collapse and increases the likelihood of collapses due to less feedback from the glider. Lengthening the chest strap gives more feedback from the glider but decreases stability which may also increase the chance of collapses, spend time getting your settings right.

Gin calculates and draws the line plan of the glider with a distance between the carabiners of 44cm. We recommend setting a distance from 42cm to 50cm between the carabiners, depending on the size and design of the harness.

Recommended Weight Range

The Boomerang 7 should be flown within the recommended weight range given in the reference section at the back of this manual. The weight range is quoted as the total weight in flight, i.e. the weight of the pilot, glider, harness and accessories. The easiest way to check your total weight is to stand on weighing scales with all your equipment packed into your rucksack.

Pre-flight safety

To fly this equipment you should:

- Have appropriate practical and theoretical training and experience for this class of glider.

- Have the necessary insurance and licences.

- Be in your right mind, unaffected by extreme stress, recreational or prescribed drugs.

- Only fly in conditions suitable for your level of paragliding.

- Wear suitable head protection, use a certified harness and emergency parachute.

- Make a thorough pre-flight check.

- Follow the maintenance instructions at the back of this manual, especially with regard to the competition lines.

4. Flying the Boomerang 7

We recommend that you first practice inflating your glider on a small training hill or flat ground. Make your first flights with your new paraglider in gentle conditions on a familiar flying site.

Preparation for launch

Following a consistent method of preparation and pre-flight checks is vital for safe flying. We recommend the following:

On arrival at the flying site, assess the suitability of the conditions: wind speed and direction, airspace, turbulence and thermal cycles.

Inspect your glider, harness, reserve handle and pin, helmet and any other equipment.

Choose a sufficiently large take-off area with even ground and no obstacles.

Lay the glider out according to the planform, and get the lines and risers sorted out.

Put your helmet on. Secure yourself in your harness and don't forget the leg loops!

Connect the risers to your harness carabiners, ensuring there are no twists or loops around the lines.

Connect the speed system to the risers with the Brummel hooks.

Do a final line check by pulling gently on the risers or lines to ensure there are no new knots, tangles or interfering branches or rocks. Take extra care in nil or light winds.

Pre-flight check list

Reserve parachute: pin in and handle secure.

Helmet and harness buckles closed.

Lines free.

Canopy open and into wind.

Airspace clear.

Take off

The key to a successful launch technique is to practice ground handling on flat ground whenever you can.

Light or Nil Wind Launch

The Boomerang 7 inflates steadily in nil-wind conditions. Simply guide the glider with the A-risers, keeping your arms bent and hands at the level of the shoulders. Allow your arms to rise in an arc and wait for the glider to inflate and come above your head – do not push the risers. **There is no need to pull the risers hard.** Run positively as the glider comes above your head. Be sure to look up and **check that the canopy is fully inflated before you take-off, and that there are no tangles in the lines.** If any irregularity should occur and you are not yet airborne, abort the launch immediately by stalling the glider. On steep launches, stall one side of the glider and run parallel to the hill.

If the glider should come up sideways, and the situation is recoverable, run towards the lower side rather than trying to struggle against the force.

Strong Wind Launch

The reverse launch technique is recommended. Holding the brakes, turn around to face the wing passing one set of risers over your head as you turn. We suggest building a "wall" by partially inflating your glider on the ground, thus sorting out the lines thoroughly. Check the airspace is clear and gently pull the glider up with the A risers. When the glider is overhead, check it gently with the brakes, turn and launch. In stronger winds, be prepared to take a couple of steps towards the glider as it inflates and rises.

Line knots or tangles

If you do take off with a line knot or tangle, try to get clear of the ground and any traffic before taking corrective action. Weight shift and/or counter brake to the opposite side and pump the knotted side with your brake. Be careful not to fly too slowly to avoid a stall or spin. If the knot or tangle is too tight to pump out, immediately fly to the landing zone and land safely.

Min sink / best glide

The minimum sink speed is achieved by pulling approximately 10 cm of brake. The theoretical best glide speed in calm air is realized at the hands-off position.

Accelerated flight

Once you have become accustomed to flying the Boomerang 7, you can practice using the speed system, which allows improved glide in headwinds and greater penetration in strong winds.

Apply the speed system by pushing the speed bar progressively with your feet. Be prepared to control roll by using weight shift and pitch by varying the amount of bar. Keep a very light pressure on the brakes in order to feel the canopy.

Avoid flying accelerated near the ground, and be careful using the accelerator in turbulence.

If you do encounter a collapse while using the accelerator, immediately step off the bar completely before taking any other corrective actions, as described below.

Active flying

The Boomerang 7 has a high internal pressure, resistance to tucking and a base level of passive safety. However, it is recommended that you always practise an active flying style. This will help you avoid deflations in all but the most turbulent conditions. The key to active piloting is keeping the glider above your head at all times. If it falls back behind you, let up the brakes. If it surges in front of you, counter brake until the surge is controlled. If you sense a loss of pressure on one side of the canopy, smoothly apply brake and/or weight shift on the appropriate side until you feel pressure return. In all cases, maintain adequate airspeed and avoid overreaction.

In turbulence

Deflations of the canopy can occur in strong turbulence. The Boomerang 7 will recover in most situations, but it's recommended to open it in a controlled manner with the brakes. Only if the wing surges very fast in front of you should you stop it with the brakes. However, it is recommended that you follow the advice below in order to help the wing recover more rapidly.

Asymmetric deflation

In the event of encountering strong turbulence and suffering an asymmetric deflation (collapse on one side), the Boomerang 7 will have a tendency to re-inflate by itself, but the wing will turn towards the collapsed side. This might be unwanted close to the ground or other gliders. Maintain your course by weight shifting away from the collapsed side. This action can be aided by applying a little force on the brake opposite to the deflation. This will normally be sufficient for recovery. However, it is sometimes necessary to pump out the deflated side with a firm and smooth pumping motion. Let the glider regain its flying speed after it has re-inflated.

If you have a big collapse - especially when flying accelerated - you must observe the following: When a big collapse happens, due to the difference in weight and inertia of the canopy and pilot, the pilot will continue to travel forward and the canopy will fall behind the pilot, especially when flying accelerated. You must wait until you pendulum back below the canopy before reacting and carefully counter braking the open side of the canopy. If you react too early, you risk stalling the collapsed canopy completely and the following scenario can become uncontrollable.

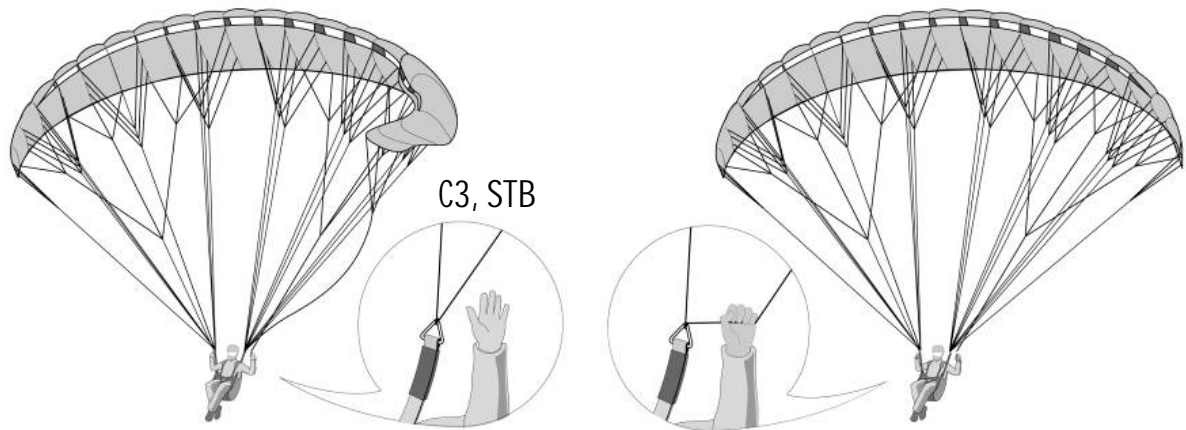
When you have a big collapse in accelerated flight you must first release the speed bar immediately. Stay neutral with your weight and brake the open side slightly. Let the glider turn, if you have enough space. This is the optimum action to avoid a spin or stall and help your glider to recover as fast as possible.

Symmetric deflation

A symmetric (frontal) deflation will normally reopen by itself without strong pilot input. The glider will regain airspeed with a small surge. If counter braking, be careful not to over-correct or to brake too early, when the glider is still behind you - danger of a stall!

Cravat / glider wrapped around lines

A cravat occurs after a severe deflation when the wingtip becomes trapped in the glider lines. It can occur on the Boomerang 7, usually after big deflations or in cascading situations. The pilot should be familiar with the procedure for correcting it. Counter brake and/or weight shift and pump the brake on the tangled side. On the Boomerang 7 there is a separate stabilizer/winglet main line that goes down to the C3-riser with the C3 line. This line usually becomes slack in the event of a cravat. Pull it down completely until it becomes tight or pump out strongly by pulling B3 line and the cravat normally comes out. If you have enough altitude, you can try to come out by full stall manoeuvre. However, since full stall manoeuvre is dangerous, you need to train enough in advance. Please refer to 'Full stall' for details.



Cascade of events

Many reserve deployments are a result of a cascade of over-corrections by the pilot. Please note that over-corrections are often worse than no input at all.

Flat spin

In normal thermalling flight, you are very far from the limits of a flat spin. Nevertheless, should this occur, just let up the brakes and wait for the glider to surge forward, checking it with the brakes if it surges too far. Never release the brakes if the glider is far back behind you, always try to release them when the glider is above or in front of you!

Full stall, dynamic stall

This is an extreme manoeuvre and there should never be any need to perform one in normal flight.

Do not take wraps with your brakes before entering a full stall. Keep your hands close to your body during the stall, and lock them under your harness seat plate if necessary. In a stable full stall, the canopy will oscillate back and forth. Before releasing the stall, raise your hands slightly and evenly to fill the glider with air. If possible, let the brakes up when the glider is in front of you to avoid excessive surge. The Boomerang 7 will surge forwards to regain airspeed and you need to counter brake the dive when the wing surges towards the horizon and then let up the brakes to regain the complete airspeed of the wing again. Be careful to not stall the glider again when damping the surge.

Never attempt a stall and then change your mind and release the brakes, as the glider will surge radically.

Deep stall (parachuting, stable stall)

The Boomerang 7 does not have a tendency to get into nor stay in a deep stall. Should this nevertheless occur, put your hands on the A risers and push forward to gain speed. On some modern harness/accelerator setups, you can reach the speed bar without using your hands. If so, push the speed bar. Never try to steer out of a deep stall and make sure your brakes are released completely.

You can recognise a deep stall by the glider getting "mushy" and the airflow around your ears decreasing. Flying in strong turbulence or exiting a deflation with too much brake applied can cause this situation. A wet glider also has a higher deep stall tendency. If you pass some rain, accelerate a little and never induce big ears in this situation.

Losing altitude

Extremely strong and widespread lift is found, for example, in storm conditions. The best place to be in this situation is on the ground. Nevertheless, if you have been caught out by the weather and find yourself needing to descend rapidly, there are several ways to do so. The best way is, of course, to find sink. Failing that, try one of the techniques below. Following techniques are cited from easy and light to difficult and heavy. Most of these techniques place undue stress on your glider, and should be avoided if you wish to extend its lifetime. **We recommend you initially practice these manoeuvres under qualified supervision during a safety training course.**

Big ears

Big ears is a safe method of moderately losing altitude while maintaining some forward speed. Pull in big ears one at a time, using the outer A3 line on each side. Although the noise of the wind around your ears may indicate the airspeed increases, the airspeed does not increase by pulling big ears. In fact it decreases. You may use the speed bar in combination with big ears to maintain your sink rate but increase forward speed.

The glider can be steered while in big ears using weight shift alone.

When you release the lines, the Boomerang 7's ears will come out on their own, or may require a short pump. Release the big ears at least 100m above the ground. If this is not possible, keep the big ears in until you flare for landing rather than letting them out on the approach. This is a safer method because of a possible wind gradient close to the ground and your low airspeed/high wing loading with big ears in.

B-stall

This is not a recommended manoeuvre with the Boomerang 7.

Due to the line layout of the Boomerang 7, B-stalling causes a horseshoe/omega shape which may result in wing tip cravats.

Spiral dive

The spiral dive should be considered an extreme manoeuvre. Practice spiralling with caution and lesser sink rates to get a feel for the Boomerang 7's behaviour. Weight shift and pull the brake on one side gradually. Let it accelerate for two turns and you will enter the spiral dive. Once in the spiral, you can control your descent rate and bank angle with weight shift and the outer brake.

WARNING! A pilot who is dehydrated and/or not accustomed to spiralling can lose consciousness in a steep spiral dive! As with all types of aircraft, we advise you to assist the glider to exit from the spiral dive in a controlled manner. Let the glider decelerate for one or two turns by applying outer brake and/or weight shift. Due to its long lines the Boomerang 7

can generate extremely high G-force in a spiral dive. You should use only moderate spirals so as not to put unnecessary load on your lines.

Steering without brakes

If a brake is not operational for some reason, you can steer the Boomerang 7 with the C2 or 3-risers. Add steering input by weight-shifting in your harness. Be careful not to steer too much with the riser to avoid any possibility of a spin.

Aerobatics

The Boomerang 7 is not designed for aerobatics and in most countries acro flying is forbidden. Besides the inherent risks, extreme manoeuvres of any kind place unnecessary stress on the glider and effectively shorten its lifespan. We strongly recommend no acro flying or unnecessary manoeuvres on the Boomerang 7 to avoid weakening your glider and especially its lines!

Landing with the Boomerang 7

Select a familiar landing area free of obstacles and carefully note the wind speed and direction in the landing area. The minimum flying speed and big flaring reserve of the Boomerang 7 will help you to make a soft landing in all conditions. Approach the landing with sufficient airspeed and don't leave your last turn too late or too steep.

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 for your back even if you have back protection, which is only a passive safety system. Standing up before landing is an active safety system, and is much more effective.

Tow launch

The Boomerang 7 is suitable for towing by pilots who have the relevant towing rating. The Boomerang 7 has no tendencies towards deep stall/parachuting. There is sufficient margin to counter steer the glider in a normal towing situation. Make sure you use proper equipment, experienced personnel, the recommended techniques and all relevant safety precautions for towing.

Motorized flight

Motorized flying with the Boomerang 7 is not recommended.

5. Care, Maintenance and Repairs

The materials used in the Boomerang 7 have been carefully selected for maximum durability and performance. Nevertheless, following the guidelines below will keep your paraglider airworthy and will ensure a long period of continuous safe operation. Excessive wear is caused by careless ground handling and packing, unnecessary exposure to UV light, chemicals, heat and moisture.

Ground handling

The following should be avoided:

Violent shocks to the upper surface (e.g. when the canopy crashes to the ground leading edge first whilst ground handling).

Dragging the glider along the ground.

Stepping on the lines or canopy. The Kevlar line can take lots of pulling force without stretching, but is sensitive to bending with small radius.

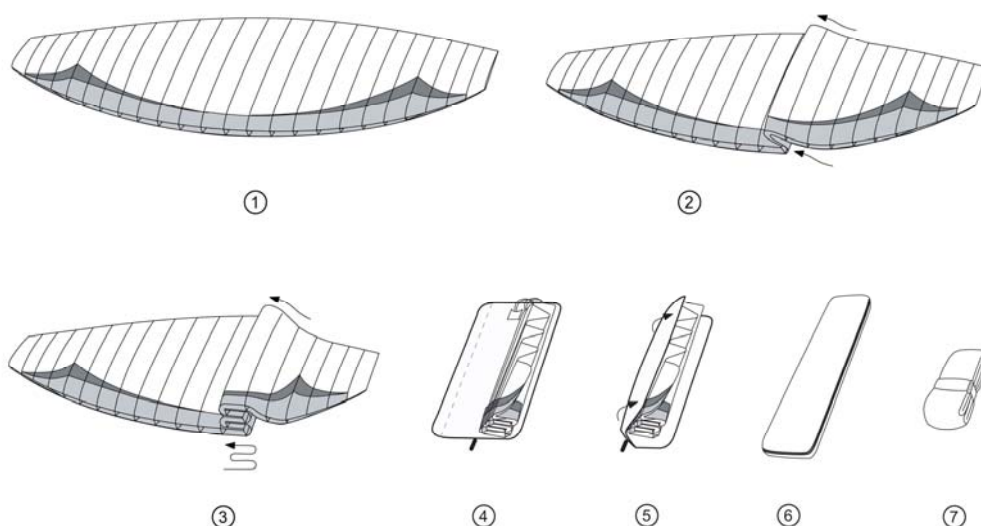
Opening your wing in strong winds without first untangling the lines.

UV damage

Avoid leaving the glider and your lines out in the sun unnecessarily. UV rays from the sun degrade paraglider cloth and weaken Kevlar lines rapidly.

Packing instructions

We advise you to pack the glider accordion wise' as shown in the diagram. This packing procedure takes slightly longer and is easier with an assistant, but it conserves the rigidity in the profile reinforcements and the Rigifoils.



Since folding the glider weakens the materials, pack the glider as loosely as possible.

Transport and Storage

Moisture is the worst enemy for your glider, adversely affecting the ageing of fabric, lines and reinforcements. The Boomerang 7 should therefore be kept dry and cool. Do not pack the glider away for a prolonged period if it is damp, sandy, salty, or if other objects have entered the cells. Always allow it to dry naturally before storage in a dry room. Leave the rucksack zip open whenever possible to allow residual moisture to evaporate, and do not transport or store the glider in the proximity of chemicals such as gasoline, paints or other solvents.

Cleaning

Use only lukewarm water and a soft cloth to clean your wing. Never use any abrasive materials or detergents. Only clean the wing if it is absolutely necessary e.g. after a landing in salt water.

Maintenance Inspections

GIN Gliders require the Boomerang 7 to be inspected by an authorized Gin agent after every 100 hours flying time or every year, whichever is sooner.

A full inspection is required for:

After 12 months or max.100 flying hours, whichever is sooner. The Kevlar competition lines have to be replaced at the following intervals: Mainlines after 100 flying hours or 1 year and all lines after 200 flying hours or 2 years.

The maintenance instructions, which can be downloaded at www.gingliders.com, have to be observed.

A full inspection will give you peace of mind and extend your glider's lifetime. Additional inspections should be performed by a qualified person following a crash or violent landing on the leading edge, or if you note a deterioration of performance or behaviour.

You should also check for any damage to your lines, sail, risers and connectors before each flight.

Repairs

Very small holes in the sail can be repaired with the sticky back tape provided with your glider. Damaged lines should be replaced by your GIN dealer. Before fitting a replacement line, check it for length against its counterpart on the other side of the wing. When a line has been replaced, always inflate the glider on flat ground to check that everything is in order before flying.

Major repairs, such as replacing panels, should only be carried out by the distributor or manufacturer.

6. Technical Details

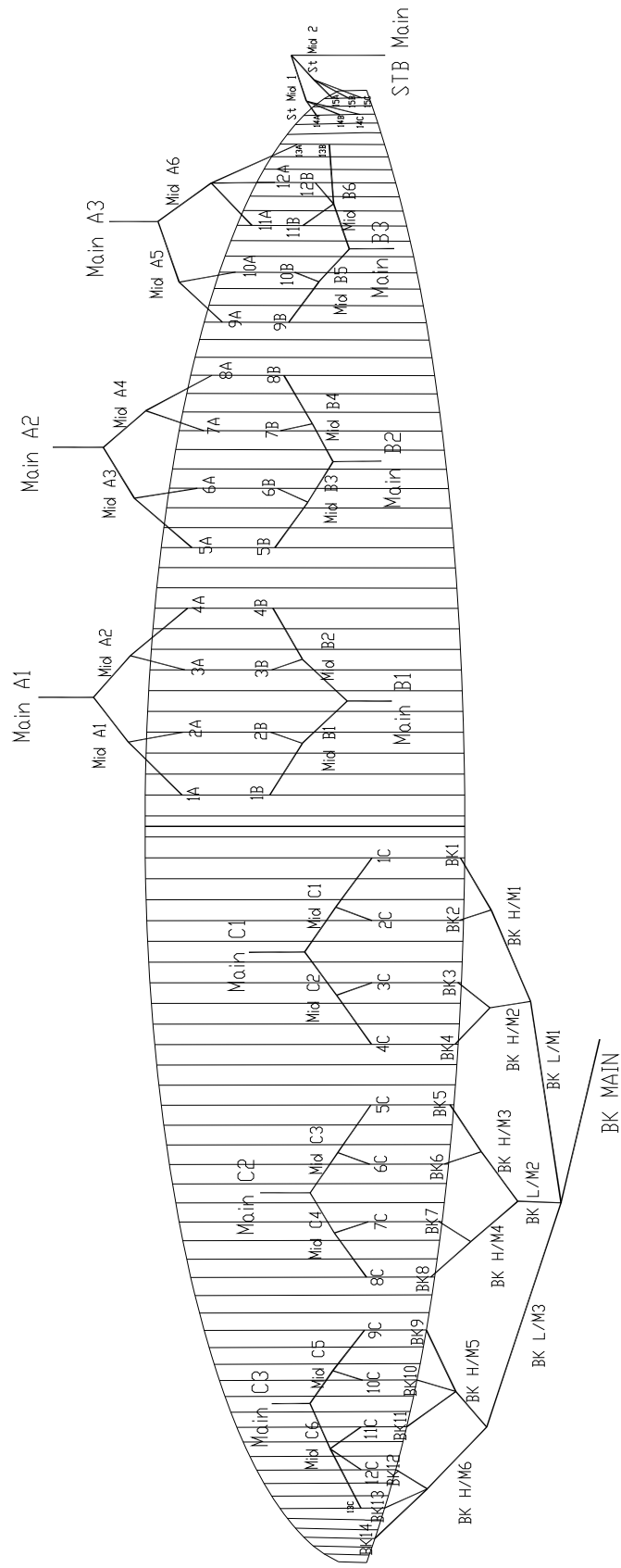
Load test

The GIN BOOMERANG 7 has passed load tests with a load exceeding 8G of the maximum weight in flight.

Technical Specifications

| SIZE | | XXS | XS | S | SM | M | ML | L |
|-----------------------|------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| FLAT | AREA | 20.5m ² | 21.5m ² | 22.5m ² | 23.5m ² | 24.5m ² | 25.5m ² | 26.5m ² |
| | SPAN | 12.81m | 13.12m | 13.42m | 13.71m | 14.00m | 14.28m | 14.56m |
| | A.R | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| PROJECTED | AREA | 17.34m ² | 18.19m ² | 19.03m ² | 19.88m ² | 20.73m ² | 21.57m ² | 22.42m ² |
| | SPAN | 9.99m | 10.24m | 10.47m | 10.7m | 10.93m | 11.15m | 11.37m |
| | A.R | 5.76 | 5.76 | 5.76 | 5.76 | 5.76 | 5.76 | 5.76 |
| CELL NUMBER | | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| GLIDER WEIGHT (kg) | | 7.0kg | 7.2kg | 7.4kg | 7.5kg | 7.6kg | 7.7kg | 7.8kg |
| WEIGHT IN FLIGHT (kg) | | 80~90 | 85~95 | 90~100 | 95~105 | 100~110 | 105~115 | 110~125 |
| Certification | | EN926-1 | | | | | | |

Line Plan



Description

| | | |
|------------------|---------------|--------------------------------------|
| Fabric of Canopy | Top | Skytex 40, 36 |
| | Bottom | Skytex 36 |
| | Profile | Skytex 40 |
| | Diagonal | Skytex 40 |
| | Reinforcement | Skytex W420 SCRIM |
| | Bridle | Nylon 12mm |
| Suspension Line | | Edelrid 50, 70, 90, 120, 190 |
| Riser | | Cousin Kevlar 12mm |
| Maillons | | Peguet Stainless steel 3.0 \bar{x} |
| Thread | | HT Polyester Yarn 150D/3, 225D/3 |

"Designing paragliders is a personal journey of challenge and discovery, an ongoing search for perfection."

- Gin Seok Song

Every effort has been made to ensure that the information in this manual is correct, but please remember that it has been produced for guidance only. It should not be used as a "how to fly" manual. This owner's manual is subject to changes without prior notice. Please check www.gingliders.com for the latest information regarding the Boomerang 7 and other GIN products.

WARNING:

All gliders have to be inflated on a flat ground before the first flight. The first flight has to be done by the Gin Gliders official dealer before delivery to the final pilot.

Paragliding is an extremely dangerous activity that can and sometimes does result in serious injury or death.

The designer, manufacturer, distributor, wholesaler and retailer cannot and will not guarantee your safety when using this equipment or accept responsibility for any damage, injury or death as a result of the use of this equipment. This paragliding equipment should only be used by qualified and competent pilots or by pilots under the direct supervision of a competent and qualified paragliding instructor.

You alone must take full responsibility to ensure that you understand the correct and safe use of this paragliding equipment, to use it only for the purpose for which it is designed, and to practice all proper safety procedures before and during use.

Paragliders require careful and constant care.

Over time, age, solar radiation, dirt, dust, grease, water, wind, stress and other variables will degrade the materials, performance and safety of the glider, thereby increasing the risk of injury or death.

Read and make sure you fully understand the owner's manual of this paraglider before you fly.

Always wear a helmet and protective clothing when flying a paraglider.