



GIN

*Safari Pilot*

## Safari Pilot Owner's Manual



Please read this manual before flying with the Safari Pilot for the first time.

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## Thank You...

Thank you for choosing the Safari Pilot harness. We are confident that this harness will provide you with enhanced comfort, control, performance and fun in flight. This manual contains all the information you need to set up, trim, fly and maintain your harness. 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 harness.

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. If any aspect of the use of our equipment remains unclear, please contact your local GIN reseller or importer in your country.

# Contents

Thank You.....	2
Safety Notice .....	2
<b>Contents .....</b>	<b>3</b>
<b>1. Gin Gliders .....</b>	<b>4</b>
<b>2. Introducing the Safari Pilot.....</b>	<b>5</b>
Features of the Safari Pilot.....	5
Optional Extras.....	6
<b>3. Before you fly .....</b>	<b>8</b>
Assembly.....	8
Adjustments.....	9
<b>4. Flying with the Safari Pilot .....</b>	<b>11</b>
Pre-flight checks.....	11
Rescue Deployment.....	11
Landing with the Safari Pilot .....	11
<b>5. Miscellaneous.....</b>	<b>12</b>
Towing .....	12
Flying over water.....	12
Act responsibly and help preserve your flying sites .....	12
<b>6. Care, Maintenance and Repairs.....</b>	<b>13</b>
Maintenance.....	13
Inspection checklist .....	13
Repair .....	14
Environmentally friendly disposal of the harness .....	14
<b>7. Technical Data.....</b>	<b>15</b>
Specification .....	15
Certification.....	15
Description of material .....	15

# 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 paragliding equipment that he and any other pilot love to fly. This philosophy applies equally for a harness such as the Safari Pilot, as for the renowned competition glider, the Boomerang. No product is released to the market without Gin's complete satisfaction. Gin Gliders produce a complete range of accessories and can provide you with many useful items for flying which are all manufactured in Gin Gliders own production facility to guarantee highest quality standards.

Gin has over 20 years' experience of designing and manufacturing paragliders and is backed up by an equally experienced team, both within the company in Korea and throughout a worldwide network of distributors and dealers. The "GIN Team" has won the Paragliding World Cup overall several times 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 Safari Pilot

The Safari Pilot was developed by the R&D team of Gin Gliders to meet the needs of both professional and leisure tandem pilots. The Safari Pilot was the harness used by GIN test pilots during the development of the Safari tandem paraglider, Safari pilot harness and Yeti tandem rescue. The Safari Pilot is suitable for all kinds of tandem passengers.



The Safari Pilot can be flown with all types of paragliders unless the manufacturer of your paraglider requires a specific harness to be used with their paraglider. Please refer to the manual of your paraglider to find out if this might be the case.

The Safari Pilot is simple, easy-to-use and lightweight. The overall geometry of the harness is designed to make the pilot feel comfortable, even on longer flights. The split legs design greatly aids ease of movement during take-off and landing, unlike harnesses with a seat plate.

The legs straps are secured with a rectangular thread-through buckle for extra security. The leg and chest straps are integrated with a Safe-T buckle that prevents the pilot falling out of the harness if they forget to fasten the chest strap.

The Safari Pilot is designed to be easy to get in to and out of during take-off and landing. The back protection, a GINSOFT14T mousse bag, has been carefully positioned to maximize the protected area, yet be integrated with the rescue parachute container to keep a low profile. The rescue container is designed to allow rapid deployment of the rescue parachute. The rescue handle can be mounted either on the right or left side according to pilot preference and it is positioned so that it is easy to seize the handle in any attitude of flight, e.g. in a spiral.

### Features of the Safari Pilot

#### Components of the Safari Pilot:

- GINSOFT14T foam mousse bag protector (17cm equivalent)
- 2 carabiners
- 1 Rescue handle

## Back protection

The Safari Pilot is equipped with a GINSOFT14T foam mousse bag. This effectively offers protection equivalent to a 17cm mousse bag in a more compact package. The GINSOFT10T has multi-compartments and a dual layer structure. This offers better shock absorption by preventing air escaping from the foam in case of impact.

The GINSOFT14T provides protection which will reduce the energy of the impact as much as possible, but it cannot completely eliminate the risk of injury.

The Safari harness and GINSOFT14T back protector are certified EN and LTF.

## Rescue handle

The Rescue parachute handle supplied with the Safari Pilot is designed to be easy to seize and the rescue container allows the rescue parachute to be deployed rapidly and easily. This harness must only be used with the supplied rescue handle. Using other designs of rescue handle may make it impossible to deploy the rescue parachute.

## Storage/Pockets

The Safari Pilot contains a large back pocket and 2 smaller pockets on either side, zippered for security. The back pocket contains a compartment for a small radio and there are two holes for an in-flight drinks system or a handheld microphone/speaker cable.

## Optional Extras

The following items are available as optional extras.

### Tandem rescue parachute

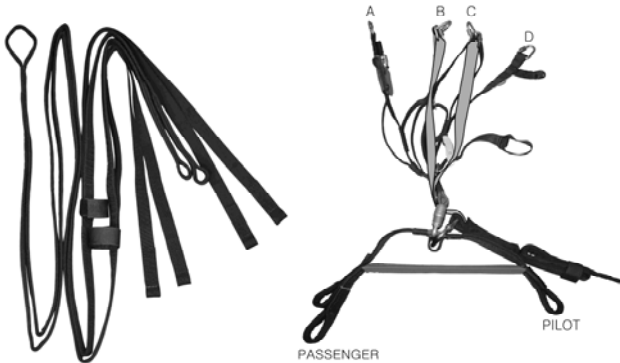
The Safari pilot is ideally suited to the GIN Yeti Rescue #50 or #60. Other standard tandem rescue parachutes are also suitable, up to a maximum size of 28cm x 25cm x 15cm (10,500 cm<sup>3</sup>).



YETI Rescue Parachute

## Tandem rescue bridle

The tandem rescue bridle can be used to connect the pilot/passenger to a rescue system, such as the Yeti tandem rescue (above), which is installed in the pilot's harness. Please contact your local dealer for details.



## Other Accessories

For up-to-date information on additional accessories, visit [www.gingliders.com](http://www.gingliders.com) or contact your local GIN dealer or the distributor in your country.

## Tandem Passenger harness

Also available from GIN is the Safari Passenger harness, which is an ideal combination with the Safari pilot harness, as shown in the photo. Please contact your local GIN dealer or the distributor in your country.



### 3. Before you fly

The Safari Pilot must be assembled by a suitably qualified paragliding professional, for example your instructor. The pilot should then adjust the harness for comfort.

#### Assembly

The Safari Pilot is delivered with the back protection pre-installed. But when it is necessary to assemble the harness by yourself, Gin Gliders recommend that assembly be carried out as below. If there is any doubt whatsoever about this procedure, please seek professional advice from your instructor, GIN dealer or importer.

#### Back Protection

If you receive the GINSOFT14T back protection folded, then please let it lay open for several hours before you install it into the harness. To install, open the zipper and secure the Velcro in place. Take care to insert the protector in the correct direction—the tapered end of the back protection should face the front of the harness.

#### Rescue Installation

The Safari pilot is compatible with the GIN Yeti tandem rescue. Other manufacturer's rescues may be used as well, subject to the constraints previously mentioned in this manual. The stretchable fabric of the rescue container accommodates rescues of different sizes.

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. This is called a "compatibility check". In this compatibility check the pilot himself, who will be flying with this harness, must always sit in the harness while hanging from a simulator and test deploy the rescue from the harness container. This check must also be done after each time the rescue has been repacked and re-installed.

Prior to the installation, you should also ensure that you have the necessary materials to complete the procedure, for example, suitable maillons and thread.

Rescue parachutes should be repacked at least once every 6 months or as recommended by the manufacturer of your reserve; so installing your rescue into a new harness may also provide a good opportunity for a repack. Check your rescue manual for further details.

#### To attach the rescue bridle to the harness webbing

A Maillon Rapide type connector is recommended. The connector should be rated at least 9 times the maximum weight, for example, a correctly fitted 6mm Stainless Steel square Maillon – 2730Kg - provides a suitable connection.

After tightening, the Maillon should be held in place with rubber bands, tape or plastic heat shrink tube. GIN also provide an optional neoprene cover to keep the webbing neatly in place. Webbing to webbing connections are not recommended, due to the potential danger of friction and melting of the webbing during a deployment, which would significantly weaken or even cut the connection. There is also the danger of tying the knot the wrong way round, which can dramatically weaken the connection.



## Attaching the rescue parachute deployment bag to the harness deployment handle

The Safari pilot rescue parachute deployment bag, supplied with your harness, should be connected with the supplied handle to the loop at the centre of the deployment bag.



The deployment handle must be fitted onto the correct position on the rescue parachute deployment bag and the deployment bag must be fitted the correct way round in the harness rescue container. This makes it easier to deploy the rescue from the harness rescue container.

In any case a qualified professional must check the compatibility of the system; harness and rescue parachute, when a rescue parachute is installed for the first time. After every repack of the rescue parachute you can do this compatibility check yourself. Please observe carefully how the professional installs the rescue system, so that you can remember the procedure when you have to do it yourself the next time.

This compatibility check - that means to test if the rescue can be released from the rescue container in the harness - must be done by the pilot himself, sitting in the harness hanging from a simulator. It must be done after every repack of the rescue parachute to be sure that the rescue can be released without problems in case of an emergency.

**Take extra care:**

The rescue handle must be attached to the loop in the **CENTRE** of the inner deployment bag of your rescue.

## Adjustments

The Safari Pilot should be adjusted 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 takeoff.

Adjustments should ideally be tested by hanging in a simulator prior to the first flight. Additional fine-tuning can be done during your first few flights.

Please follow the following steps to adjust your harness:

## Lateral straps

The lateral straps adjust the angle between the thighs and the back. This angle can be set between 90° and 110°. Lengthening the straps increases the angle and vice-versa. The easiest way to adjust them correctly is in a simulator. Remember that flying in the “supine position”, which means leaning back, reduces the stability of the harness and increases the risk of twisting after an asymmetric deflation.

## 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 just tight. To loosen the shoulder straps, pull the narrow webbing loop that protrudes backwards from the buckle on the shoulder strap.

## 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!

We advise pilots of GIN paragliders to fly with a distance between the carabiners of approximately 42 to 50 cm.

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 more stable or weak conditions.

## 4. Flying with the Safari Pilot

### Pre-flight checks

For maximum safety, use a complete and consistent system of pre-flight checks and repeat the same mental sequence every flight.

Check that:

- There is no visible damage to the harness or carabiners that could affect its airworthiness.
- All buckles, belts, zips are 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.
- The paraglider is connected correctly to the spreader bars, and both carabiners on both pilot and passenger harnesses are secured by their locking mechanisms.
- All pockets are closed properly and any loose items are tied down safely.
- One more time! You have closed your leg and chest straps before you take off!

### Rescue Deployment

It is vital to periodically feel the position of the rescue handle in normal flight, so that the action of reaching for the rescue handle is instinctive in case of an emergency.

In the event of an emergency, the pilot must quickly evaluate his or her height and the seriousness of the incident. Deploying the rescue when the glider is recoverable may increase the danger of injury. If you have sufficient height and the glider is in a flat spin, it is preferable to first try to stop the spin (e.g. full stall), due to the risk of entanglement. On the other hand, a second's hesitation in deploying the reserve could prove costly if there is insufficient height.

**If the rescue is to be deployed, the procedure is as follows:**

- Look for the rescue handle and grasp it firmly with one hand.**
- Pull the handle firmly outwards and upwards 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 and against the direction of spin.**
- After deployment, avoid entanglement and pendulum motions by 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 sure to do a PLF (Parachute Landing Fall) to minimize the risk of injury.**

### Landing with the Safari Pilot

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. Standing up before landing is an active safety system, and is much more effective than the passive system of back protection.

## 5. Miscellaneous

### Towing

The Verso isn't equipped with an extra system for towing. The tow release can be connected to the main carabiners. The best way to attach a tow release is to use a towing adapter, which slides over the lower ends of the risers of the paraglider before attaching to the main carabiners. For further details, refer to the documentation provided with your tow release or towing adaptor or ask a qualified towing instructor at your tow site.

### Flying over water

The Safari Pilot is not recommended for the extreme manoeuvres. But in any case, for all other flights over water, the back protection should be removed, due to the increased possibility of drowning after a water landing.

### Act responsibly and help preserve your flying sites

Please observe all local rules at the flying sites you use. It is important not to endanger the preservation of flying sites that are a vital necessity to the enjoyment of our beautiful sport.

## 6. Care, Maintenance and Repairs

The materials used in the Safari Pilot have been carefully selected for maximum durability. Nevertheless, keeping your harness clean and airworthy will ensure a long period of continuous safe operation.

### Maintenance

Avoid dragging your harness over rough or rocky ground.

Unnecessary exposure to UV rays, heat and humidity should be always avoided.

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.

Keep your harness as clean as possible by regularly cleaning 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. When you clean, don't scrub the fabric inside the Airbag with a brush (especially the back) since the fabric can be damaged by rubbing. 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.

After a hard landing you must check your protector for damage. A tear in the protector render it totally ineffective and prevent it from working as protection. You must have the protector repaired properly before use.

The zips and buckles may be occasionally lubricated with silicone spray, no more than once a year.

### Inspection checklist

**In addition to regular pre-flight checks, the Safari Pilot should be inspected thoroughly, normally every 2 years or 200 hours.** 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 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.

## Repair

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.

## Environmentally friendly disposal of the harness

When this paragliding harness cannot be used any longer after an extended period of life time, then you must ensure that it will be disposed in an environmentally friendly way. Please observe the existing regulations and laws in your country.

## 7. Technical Data

### Specification

Size	One size fits all
Recommended Pilot Height(Cm)	160-190
Weight (with Back Protector) Kg	2.9
Distance Between Carabineers	36 - 48 cm
Parachute container	Integrated on back of harness
Back protector	GINSOFT 14T(Mousse bag with protection equivalent to 17cm)
Certified Max. Load for EN & LTF	120kg

### Certification

Safari Pilot harness: EN 1651 & LTF 91/09, Nr. EAPR-GZ-7397/11

### Description of material

Fabric:

Outside: NYLON CODURA, 420D HD N/OXFORD PU, CHARMEUSE CONTRECOLLEE

Inside: OXFORD 210D PU

Webbing: Nylon 66 25mm / 30mm

Buckle: T-LOCK SAFETY BUCKLE, SLIDE BUCKLE

Thread: P/F 210 D/9 Bonded, P/F 210 D/4 & 210 D/6 Bonded POLYESTER

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.

This owner's manual is subject to changes without prior notice. Please check with [www.gingliders.com](http://www.gingliders.com) for the latest information regarding the Safari Pilot and other GIN products.