



Genie II Owner's Manual



Please read this manual before flying with the Genie II for the first time.

Thank You...

Thank you for choosing the Genie II 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.

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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 paragliding equipment that he, and any other pilot, loves to fly. This philosophy applies equally for a harness such as the Genie II, as for the world-beating competition glider, the Boomerang. No product is released to the market without Gin's complete satisfaction.

Gin has over 15 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 won the Paragliding World Cup every year from 1998 to 2002 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 Genie II

The Genie II was developed by the R&D team of Gin Gliders to meet the highest standards of the most demanding pilots - the Genie II is the harness used by GIN test pilots during development of new paragliders. The Genie II is suitable for a wide range of pilots, from the occasional club pilot to the experienced cross country pilot.

The Genie II is a sleek, aerodynamic harness designed for maximum comfort and ease of use. The elegant design focuses on simplicity, eliminating the need for over-complicated adjustments.

The overall geometry of the harness enables the pilot to feel the feedback from the glider more sensitively, whilst still retaining a secure feeling in flight. This increases the precision of turns while thermaling and aids active flying. On long flights, the comfort of the Genie II is second to none.



Leg and chest straps are integrated into the "T-bar system" to prevent the pilot becoming airborne in the case of forgetting to fasten the leg straps. Safety has also been improved by the positioning of the back protection; the rear pocket has been moved upwards, offering protection if the pilot accidentally falls backwards.

There are 2 different models of the Genie II: rescue front or bottom mounted. The front mounted model is ideal for pilots who like the secure feeling of having the rescue parachute in sight and wish to mount instruments on the top of the rescue. The bottom mounted model (rescue handle on the right hand side) offers additional protection in the event of a hard landing.

Genie II Front

The Genie II Front includes:

- back and lateral protection, carabiners and foot bar
- front mounted rescue parachute container
- large dorsal storage pocket and numerous small pockets for long flights

The Genie II is DHV certified and available in M, L and XL sizes.

Weight: 4.8 Kg (L size without back and lateral protection).

Genie II Bottom

Specification as Genie II Front, except rescue parachute container is bottom mounted.

Back protection

The Genie II is supplied with a GINSOFT 21 cm protection or GINSOFT II 17cm with a puncture resistant Polycarbonate plate. The back protection is divided into separate compartments, to prevent air being dissipated too rapidly in the event of a hard impact. The back protection GINSOFT 21cm is DHV certified and tested to withstand forces up to 19G, and the GINSOFT II 17cm 17.5G.

Weight of back protection GINSOFT 21cm:: 1.8 Kg.

Weight of back protection GINSOFT II 17cm:: 0.9 Kg.



Foot bar

The foot bar offers increased comfort and control. By pushing the foot on one side of the bar, the pilot can weight-shift more effectively to the opposite side. On a long glide, the pilot can make small, efficient corrections without touching the brakes and stronger thermals can be cored more easily. The foot bar can also help the pilot to get seated comfortably in the harness just after take-off and maintain an aerodynamic position.

The foot bar may be detached if the pilot prefers to fly without it.

Optional Extras

The following items are available as optional extras.

Rescue parachute

The Genie II is designed for use with GIN rescue parachutes. Other manufacturers' rescue systems may be used, but the integrity of the combined system is not guaranteed and the harness/rescue combination should be checked by a suitably qualified paragliding professional.

Speed bar

The Genie II is compatible with all common types of speed system. We recommend the GIN aluminium speed bar.

Flight Deck

The Genie II may be fitted with a flight deck, allowing easier viewing of instruments and/or carrying of ballast.



Other Accessories

For up-to-date information on additional accessories, visit www.gingliders.com or contact your local GIN dealer or the distributor in your country.

3. Before you fly

The Genie II must be assembled by a suitably qualified paragliding professional. In particular, great care and attention must be paid to the fitting of the rescue parachute in the harness. The harness should then be adjusted for comfort by the pilot.

Assembly

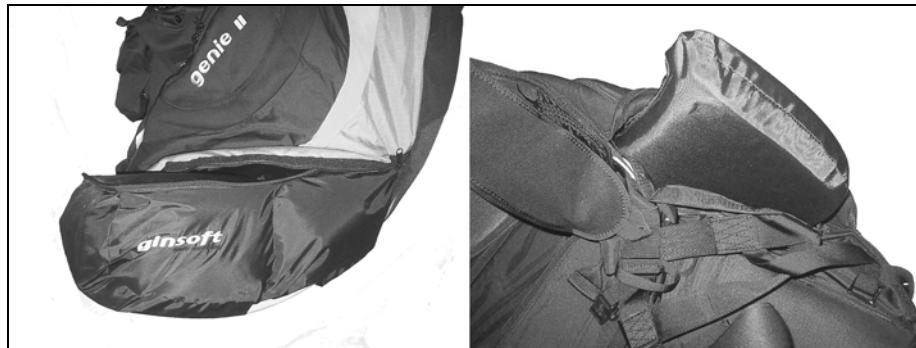
Gin Gliders recommend that assembly is carried out in the order below. If there is any doubt whatsoever about this procedure, please seek professional advice from your instructor, GIN dealer or importer.

Speed system

The speed bar is assembled from top to bottom. Pass the cord of the speed bar through the eyelet near the side pocket and route it through the pulley and out through the eyelet and ring near the front corners at each side of the seat.

Back and Lateral Protection

Place the polycarbonate anti-perforation layer in the harness and slide in the GINSOFT back. Put the lateral protection in the side pockets.



Rescue Installation

The Genie II is compatible with GIN rescue parachutes. It may also be compatible with most other manufacturer's rescues, but there is no guarantee of this and you should check with your instructor or dealer. Prior to installation, you should also ensure that you have the necessary materials to complete the procedure, for example, maillons and thread.

Rescue parachutes should be repacked at least every 6 months, so installing your rescue in a new harness may also provide a good opportunity to repack the rescue. Check your rescue manual for further details.

Attaching the rescue bridle to the harness webbing

A Maillon Rapide type carabiner is recommended. The carabiner should be rated at least 9 times the minimum weight, for example, a 6mm stainless CEN certified carabiner – 2785 Kg.

The maillon should be held in place with rubber bands, tape or plastic heat sealed tube.

Webbing to webbing connections are not recommended, due to the danger of getting the knot the wrong way round, which significantly weakens it.



Attaching rescue deployment bag to the harness deployment handle

The rescue container on the Genie II comes with its own deployment handle. This handle and its strap must be connected to the inner deployment bag of the parachute. If your parachute's inner container does not have the proper loop, please contact your parachute dealer.

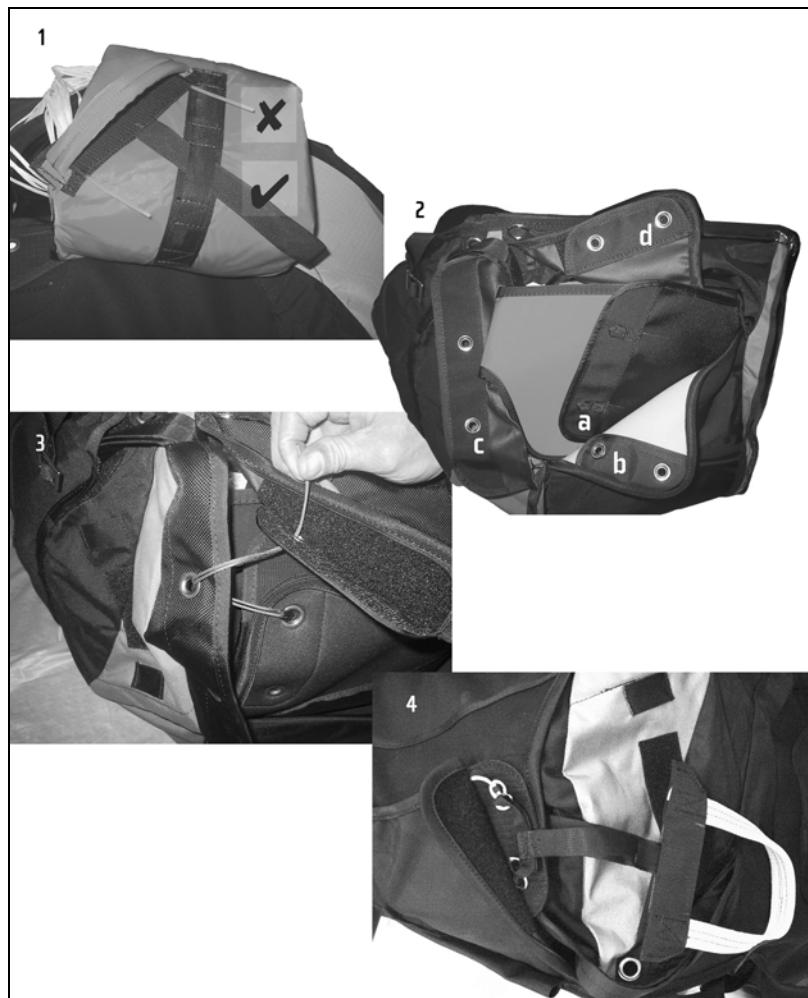


Front Mounted Rescue Installation



Bottom Mounted Rescue Installation

Take special care for the bottom mounted rescue option – the attachment point of the deployment handle on the inner deployment bag should be at the side, and not in the centre of the rescue.



Foot bar

Use the foot bar only when you feel comfortable with other aspects of the harness. Attachment is made by connecting the foot bar to the buckles near the front corners at each side of the seat.

Adjustments

The Genie II should be adjusted to suit your physique and flying style.

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.

Ensure that the rescue system and back protection have been installed before making adjustments.

Shoulder straps

The optimal 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. During flight, these straps should be a little slack.

Lateral straps

The lateral straps adjust the angle between the thighs and the back. This angle can be set between 80° and 100°. Lengthening the straps increases the angle and vice-versa.

Leg straps

The correct adjustment of the leg straps allows the pilot to easily reach the sitting position after take-off without using the hands. In the standing position, use the buckles under the seat plate to adjust the leg straps so that they fit comfortably without being tight; make sure to do it symmetrically. If it is necessary 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.

Chest strap

The adjustment of the chest strap controls the distance between carabiners and affects the handling and stability of the glider. Widening the distance between carabiners increases feedback from the wing. We advise pilots of GIN paragliders to fly with a distance between the carabiners of approximately 44cm.

The chest strap may also be adjusted in flight according to the conditions; for example, it may be tightened in turbulent air and loosened in weak conditions.

Speed bar

Hanging in the simulator, adjust the length of the rope so that the bar hangs at least 15cm below the front of the harness. Making the rope too short could result in the speed system being constantly and 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.

Foot bar

Adjust the foot bar once you have found your ideal sitting position. The foot bar should be adjusted so that the legs rest on the bar at full stretch while comfortably seated in the harness. As with the speed bar, get accustomed to the Genie II before attempting to use the foot bar.

4. Flying with the Genie II

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.

The rescue parachute container is closed correctly.

The deployment handle is completely inserted into the elastic pockets and secured with Velcro.

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 the zip *after* fastening the buckles. Take extra care in snowy or sandy environments.

The paraglider is connected correctly to the harness and both carabiners are secured by their locking mechanisms.

The speed bar is attached correctly to glider.

All pockets are closed properly and any loose items are tied down safely.

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 is instinctive in 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 upwards on the handle to release it 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, be sure to do a PLF (Parachute Landing Fall) to minimize the risk of injury

Storage/Pockets

The Genie II contains a large back pocket and smaller side pockets. They are positioned to prevent contents from falling out during flight if the pocket is opened. There is also a radio compartment inside the back pocket.

Landing with the Genie II

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 Genie II is also excellent for towing. The release system connects to the towing ring as shown below. For further details, refer to the documentation provided with your tow release, or ask a qualified tow instructor at your tow site.



Tandem flying

The Genie II is not recommended for tandem flying.

Flying over water

The back protection should be removed during extreme manoeuvres training or other types of flying over water, due to the increased possibility of drowning after a water landing.

6. Care, Maintenance and Repairs

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

Care and Maintenance

Avoid dragging your harness over rough or rocky ground. Unnecessary exposure to UV rays, heat and humidity should be always avoided. Keep the harness in your rucksack when not in use. Store all your paragliding 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 all the sub-components: seat board, back plate, back protection, 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 (i.e. water landings) you must remove it from the harness, dry it and repack it before putting it back in the container. 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 Genie II should be inspected thoroughly on every rescue repack, normally every 6 months. Additional inspections should be performed after any crash, bad landing or takeoff, or if there are any signs of damage or undue wear. Always seek professional advice whenever in doubt. The following 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 aluminum carabiners must be replaced *at least* every two years. Impacts may create undetectable cracks that could result in structural failure under continuous load.

Repairs

Any repair that involves critical parts of the harness should be carried out by the manufacturer or an approved agent. This will ensure that the correct materials and repair techniques are used.

7. Technical Data

Description of Materials

Description	Paragliding harness
Max. Load	100 Kg
Height of Centre of Gravity	38 cm
Carabiner Distance	39-55 cm
Weight (without parachute)	4.8 Kg
Back Protection	GINSOFT DHV-Gütesiegel Nr. GSP 0016-03 Certified 19G – 1.8kg GINSOFT II DHV-Gütesiegel Nr. GSP 0022-05 Certified 17.5G – 0.9kg
Parachute Container	Front container OR integrated under the seat plate

Certification

Genie II harness

DHV-Gütesiegel Nr. GS 03-027003

GINSOFT back protection

DHV-Gütesiegel Nr. GSP 0016-03 certified 19G

GINSOFTII back protection

DHV-Gütesiegel Nr. GSP 0022-05 certified 17.5G

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 www.gingliders.com for the latest information regarding the Genie II and other GIN products.