



GIN



Dream Touch Believe



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.

Touch

Making the best wings possible is—above all else—a “hands-on” process, a relentless pursuit of continuous improvement. Every wing bears the “GIN stamp”—the hallmark of Gin Seok Song’s craftsmanship.

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!





Torsten Siegel



Gin Seok Song



Kaoru Ogisawa



Laurent Salinas

The GIN R&D Team

Working around the clock to bring you the best possible products

The GIN R&D team is a multinational team bound by one common principle: unwavering dedication to build the best possible products, whatever it takes. The team sometimes work the whole 24 hours in a day, as the cycle of test flying, trimming and re-trimming continues in multiple locations across the world's timezones. As a result, you can be sure your wing has been thoroughly tested in all conditions you are ever likely to fly in.

The team is led by Gin Seok Song, who is both head designer and company president. Based in Youngin, South Korea, Gin works alongside test pilots Moonseob Lim, Idris Birch, Chikyong Ha and Kaoru Ogisawa. In Europe and North America, Torsten Siegel supports Gin on design and tests with GIN factory team pilots such as Tim Bollinger, Michael Sigel and Aaron Durogati. Torsten and Gin also collaborate with Adrian Hachen on the design and testing of GIN speed wings, and with Laurent Salinas on paramotor wings.

Gin also interfaces with theoreticians as part of the innovation process. Swiss inventor and engineer Koni Schafroth came up with the idea of Equalized Pressure Technology (EPT). EPT uses computational fluid dynamics (CFD) software to find the best possible mathematical solution for important airfoil parameters. These solutions result in the air pressure inside the airfoil staying more constant—the small “breathing movements” of air going in and out of the wing are reduced. This means that the wing is more stable but with better performance. Another source of inspiration and ideas for Gin is Adrian Thomas, University of Oxford professor of Biomechanics and leader of the animal flight research group in Zoology.

Our R&D team includes the current European paragliding champion and the whole team is actively involved in international competition—you can be assured that they know what it takes to produce the very best wings.

The 2016 GIN range

We've got you covered...

Whatever kind of flying you do, you'll find something for you in our range. In the main paragliding range, we are pleased to introduce the Sprint 3, our new semi-light sports intermediate paraglider. In paramotoring, the Falcon is our new intermediate reflex wing, perfect for long days out with friends. In speed flying and speed riding, the all-new Fluid 2 provides speed riding experts with a wing they can also footlaunch in summer. The wings are backed up by one of the most comprehensive ranges of harnesses, rescues and accessories—all developed in-house by GIN and designed to give you the perfect flying experience.

All GIN products are developed with comfort and security in mind. Fashion and trend is always secondary to function, and a product is only released when Gin—as chief designer—is completely satisfied. As any competition pilot knows, true performance comes only when you feel totally comfortable on your wing and your mind is free to focus on flight tactics. For leisure pilots, this comfort translates into simply staying safe and fully enjoying the view.

GIN products are manufactured in our own facilities in East Asia and backed up by an extensive distributor and dealer network. All this ensures that you get the best experience from your GIN product.



Tim Bollinger



Idris Birch



Moonseob Lim



Adrian Hachen



Paragliders

- Bolero 5
- Yeti 4
- Atlas
- Atlas X-Alps
- Sprint 3
- Carrera+
- GTO 2
- Boomerang 10
- Fuse
- Yeti Tandem
- Rage



Bolero⁵

"...helps my students develop as pilots.."

"My students love the Bolero 5 because it's so easy both on the ground and in the air. The lines and risers are simple to sort out and the wing comes up easily on take off.

As a school owner, The Bolero 5 is perfect. It helps me keep my students safe, but it also gives them the right sensations in flight to help them develop as pilots."



Hans Bollinger
Switzerland



The instinctive choice

The Bolero 5 allows pilots to gain an instinctive feeling for the air in a forgiving, comfortable and progressive way. The wing inflates easily, and has a long and progressive brake range and low stall speed. The Bolero 5 is a versatile wing, perfect for students and also for regular pilots who want to fly relaxed.

Technical Data

| Size | XXS | XS | S | M | L | XL |
|-----------------------|-------|-------|-------|--------|--------|---------|
| Aspect Ratio | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |
| Glider weight (kg) | 4.7 | 5.2 | 5.4 | 5.6 | 5.9 | 6.2 |
| Weight in flight (kg) | 55-75 | 65-85 | 75-95 | 85-105 | 95-115 | 105-130 |
| EN/LTF | A | A | A | A | A | A |

A wing designed for "Safety" pilots who want to feel the most secure in flight
Supplied with classic rucksack



Gingo 3

XS, S, M, L, XL



Kimchi



Mango



Pebble

Yeti 4

"...the wing I keep coming back to..."

"Beautiful flights; I've made a bunch in 20 years of paragliding. In my life as a pilot, the Yeti has always taken a special place as a wing that does everything. It's the wing for improbable take-offs, the wing that follows me everywhere travelling and that gives me immediate pleasure as soon as I take-off.

In my flying career as a photographer the Yeti is an essential tool. I can fly with absolute confidence and focus 100% on capturing those fleeting moments and rare ambiances. Without hesitation, whenever a friend starts paragliding, I always point them towards the Yeti and the rapport between pilot and wing is immediate. The Yeti just does the job simply and efficiently for pilots of all levels."

Jerome Maupoint
Annecy, France



Go-everywhere minimalism

The Yeti 4 is a versatile paraglider, suitable for a wide range of pilots and usage scenarios. In the normal weight range, leisure pilots can enjoy soaring and thermalling with a compact and easy wing. In the extended weight range, experienced hike 'n fly pilots can get all the benefits and excitement of a small, dynamic wing. With the Yeti 4, every pilot can be happy!

Technical data

| Size | 20 | 22 | 24 | 26 | 28 | 30 |
|-----------------------|-------|-------|--------|--------|--------|--------|
| Aspect Ratio | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |
| Glider weight (kg) | 2.7 | 2.8 | 3.1 | 3.3 | 3.5 | 3.8 |
| Weight in flight (kg) | 55-65 | 55-75 | 65-85 | 75-95 | 85-105 | 95-115 |
| Extended weight | 55-90 | 55-90 | 65-105 | 75-110 | - | - |
| EN/LTF | A | A | A | A | A | A |

Supplied with Yeti Alpine bag



Yeti Convertible

1 size



Wasabi



Pepper

Atlas

"...puts a smile on your face, even on stronger days"

"I first flew the Atlas in Morocco while photo-shooting with Jerome. The wing's ability to climb in the weak conditions was impressive. Since then, I've had lots of experience in the Pyrenees and other places and the glider has proved itself. On the stronger days, my clients who were flying the Atlas were always the ones landing with the biggest smiles."



Marc Boyer
France



A new benchmark

The Atlas sets the benchmark in the easy intermediate category. The handling is comfortable and reassuring, precise yet forgiving. On glide, the wing damps out turbulence, yet glide performance is surprisingly good. With the Atlas, you can make long XC flights without ever worrying about your wing.

Technical data

| Size | XS | S | M | L | XL |
|-----------------------|-------|-------|--------|--------|---------|
| Aspect Ratio | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 |
| Glider weight (kg) | 5.2 | 5.6 | 5.9 | 6.3 | 6.7 |
| Weight in flight (kg) | 65-85 | 75-95 | 85-105 | 95-116 | 105-125 |
| EN/LTF | B | B | B | B | B |

For "Leisure" pilots looking for better thermaling characteristics and handling
Supplied with classic rucksack



Gingo Airlite

XS, S, M, L, XL



Atlas X-Alps

"Amazing glide for the category of wing"

"I first flew the Atlas X-Alps in early spring in the French Alps. As I'm used to flying competition and acro gliders, I was afraid that the Atlas X-Alps would be a boring wing. But after a few turns I quickly changed my mind! The glider is agile and able to do high wingovers. Even though the feedback from the canopy is good, the glider never felt nervous. The glide is amazing for the category of wing and I could fly full bar even in bumpy air. EPT enlarges the brake range dramatically, allowing toplandings in the smallest places. The outstanding take-off behavior, its light weight and small pack size made me regret that I had to give back the Atlas X-Alps after two really nice days of flying and joy."



*Michael Sigel
Switzerland*



1kg less weight, more of everything else!

The Atlas X-Alps is aimed at a broad range of intermediate pilots looking for a light and compact wing with all the benefits of our latest EPT technology. The Atlas X-Alps is suitable for regular use, travel and hike 'n fly. The combination of safety, handling and performance means you can even take it on the wildest XC adventures!

Technical data

| Size | XS | S | M | L | XL |
|-----------------------|-------|-------|--------|--------|---------|
| Aspect Ratio | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 |
| Glider weight (kg) | 4.2 | 4.5 | 4.9 | 5.2 | 5.5 |
| Weight in flight (kg) | 65-85 | 75-95 | 85-105 | 95-116 | 105-125 |
| EN/LTF | B | B | B | B | B |

Supplied with Light rucksack



Verso 2

XS, S, M, L, XL



Ice



Sapphire

Sprint³

"...an awesome wing!"

"The Sprint 3 is—to blow one's own horn—a great wing! We tested it in awesome "sportive" conditions at 3800m among the glaciers of Kandersteg, and we absolutely loved every minute! We also worked a lot on the internal construction in order to meet the demands of the "semi-light" category. So the wing is light considering that we still used durable materials for the canopy and fully sheathed lines."



Torsten Siegel
Germany



Simply the best

The Sprint 3 hits the "sweet spot" for the majority of pilots. A semi-light wing in the sports intermediate category, the Sprint 3 has everything the modern intermediate pilot could wish for: comfort in active air, co-ordinated precision in thermals and class-leading performance on glide. Most of all, with the Sprint 3, you'll probably make the best flights of your life.



Genie Lite 2

XS, S, M, L



Technical data

| Size | XXS | XS | S | M | L | XL |
|-----------------------|-------|-------|-------|--------|--------|---------|
| Aspect Ratio | 5.7 | 5.7 | 5.7 | 5.7 | 5.7 | 5.7 |
| Glider weight (kg) | - | - | - | - | - | - |
| Weight in flight (kg) | 50-75 | 65-85 | 75-95 | 85-105 | 95-115 | 110-130 |
| EN/LTF* | B | B | B | B | B | B |

*Provisional



Chili



Sushi



Malibu



Pear

 **Carrera+**

"Stress-free XC flying at its best..."

"The Carrera plus has a great turn, thermalling is stress-free and the climb rate is excellent. On glide, the wing is comfortable and performs well, thanks to the improved pitch stability. I never hesitate to recommend the Carrera plus to good thermal/XC pilots."



*Kaoru Ojisawa
Japan*



...because technology doesn't stand still

The Carrera+ is for experienced XC/performance pilots. The wing has the class-leading performance of the original Carrera, yet is even more comfortable and easy to manage. You can fly with greater peace-of-mind, perform better on long XCs and land with an even bigger smile!

Technical data

| Size | XS | S | M | L | XL |
|-----------------------|-------|-------|--------|--------|---------|
| Aspect Ratio | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 |
| Glider weight (kg) | 4.9 | 5.1 | 5.6 | 5.9 | 6.3 |
| Weight in flight (kg) | 65-85 | 75-95 | 85-105 | 95-120 | 110-135 |
| EN/LTF | B | B | B | B | B |

Performance glider for regular "XC" pilots, with precise handling
The Carrera + features a modified line set and new risers for easier handling and stability
Supplied with classic rucksack



Lite rucksack

80L ::: 750g



Torsten's tips on choosing a wing

GIN test pilot and designer Torsten Siegel offers a few points to consider when choosing your next wing.

Know your goals in paragliding

Everything starts here and each individual has different goals. For some it's enjoying the view with family or friends as simply and safely as possible, for others it's all about pushing the limits of themselves and their equipment. Some pilots like to sit back and enjoy the view, others prefer to constantly work with their wing to maximise every last bit of performance. You have to know what kind of pilot you are because certain wings best suit certain types of pilots.

Be honest with yourself

If you look at competition class (CCC) – from my point of view only 20-30% of pilots have good enough skills to fly these wings. The rest only believe they have these skills. Self-justification is easy. Manufacturers say that you must be a competition / World Cup pilot. So as soon as you're selected for a World Cup (some of them are not fully booked so everyone has the chance to get selected during a year) it gives you the confidence that you're a competition pilot and now you can fly the wing.

Fly a wing one category below what you believe you can handle

Following on from the above, a good rule of thumb is to fly a wing in the class below what you believe you are capable of handling. When conditions suddenly get tough, or you're having a bad day, you'll still have a safety margin. Lower aspect ratio wings have excellent performance these days and the only significant difference is when gliding at high speed.

Consider true performance

Performance figures in calm air are worse than useless because there is no standardization and the information can be misleading, True performance comes from how easy the wing is to thermal (for you), how comfortable it is in thermic or turbulent air, and how it performs when gliding at speed.

Develop your taste

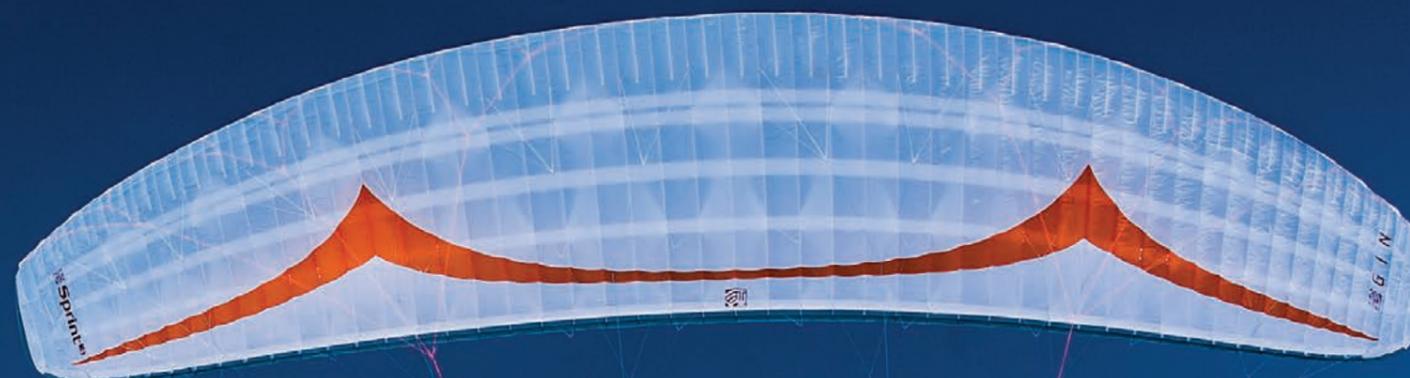
Learning to appreciate the differences in wings takes time, you have to fly different wings in different conditions to build up an understanding of the qualities that you personally value in a wing.

Take responsibility, only you can decide what's best for yourself

Every pilot is different, there is no "best" just "most suitable for a particular pilot"

Don't get too hung up on details...

At the end of the day, maybe the wing you own is just fine and your money would be better spent on taking time off work to go flying...



"a good rule of thumb is to fly a wing in the class below what you believe you are capable of handling"



GTO 2

"...exactly what I needed for the X-Alps"

I really love the GTO 2. I was working on it together with Torsten in the spring before the start of the race and I think that we realized a fantastic paraglider.

The GTO 2 combines top performance and light weight, which is exactly what I needed for the X-Alps.

In this competition, taking off in difficult spots with back wind or in strong winds is usual, and with my glider I always felt safe. This year we flew in really extreme conditions. The wind was strong and it was so important to have a solid glider with a high top speed to be able to keep of flying in such conditions.



*Aaron Durogati
Italy*



High performance pedigree

The GTO 2 is a high performance wing, suitable for very experienced XC and competition pilots. The wing is compact, cohesive and precise in the turn and stable at speed. Overall, the GTO 2 is a well-finished wing that will appeal to competitively-minded XC pilots who like to fly far and travel light. Just ask our X-Alps athletes!

Technical data

| Size | XS | S | M | L |
|-----------------------|-------|-------|--------|---------|
| Aspect Ratio | 6.99 | 6.99 | 6.99 | 6.99 |
| Glider weight (kg) | 4.0 | 4.1 | 4.2 | 4.4 |
| Weight in flight (kg) | 70-85 | 80-95 | 90-105 | 100-120 |
| EN/LTF | D | D | D | C |

Supplied with Classic rucksack



X-Lite Rucksack

1 size, 530g



Boomerang¹⁰

"...the ultimate racing machine"

There are 3 things I love about the Boomerang 10. It's got the best top speed, the easiest collapse behaviour in its class, and highly competitive performance. Racing is my passion and winning a World Cup task has always been one of my dreams. This year I did it!



Idris Birch
Korea/UK



CCC certified competition glider

The Boomerang 10 is a competition paraglider aimed at the world's very best competition pilots. The wing has been designed to optimally meet the requirements of the CCC competition class and its success has been well proven, both in racing through World Cups and also in distance flying through the world record.

Technical data

| Size | S | M | L |
|-----------------------|--------|---------|---------|
| Aspect Ratio | 7.7 | 7.7 | 7.7 |
| Glider weight (kg) | 6.3 | 6.6 | 7.0 |
| Weight in flight (kg) | 85-100 | 100-115 | 110-125 |
| Certification | CCC | CCC | CCC |

For very experienced pilots, ideal for "Competition" pilots
Supplied with concertina bag and XXL rucksack



Speed Jacket Grey

S, M, L



Kiwi



Chili

Fuse

"Meets my needs both as a pilot and as a professional"

"I fly a lot of tandems in Pokhara, Nepal and the Fuse is a fabulous machine for my needs. It's a dynamic wing that's reactive in roll, perfect for thermalling and even wingovers! I haven't had a tandem with this kind of feeling in the turn for many years. Also, as a professional I need a strong wing, and even after 300 hours the Fuse flies like new."



Hervé Burdet
Nepal/France



The new tandem with EPT

The Fuse is a tandem paraglider for professionals who demand only the best for their passengers—and for themselves! The Fuse contains the same EPT (Equalized Pressure Technology), meaning easier inflation, more control during landing and a better flight all-round! The Fuse is both reliable and efficient for commercial use, yet makes no compromises when flown for pure pleasure.



Fuse passenger

Technical data

| | | |
|--------------------|--------|---------|
| Size | 37 | 41 |
| Aspect Ratio | 5.35 | 5.35 |
| Glider weight (kg) | 7.2 | 7.9 |
| EN B | 90-175 | 160-220 |
| EN C | - | 110-159 |

For tandem pilots

Supplied with spreader bars, tandem carabiners and XXL rucksack



Fuse pilot



Yeti Tandem

"My tandem wing of choice for exploring the mountains"

"Besides its light weight and compact packing, the Yeti tandem is easy to inflate on any kind of slope. The canopy comes up quickly with no shooting and easily takes your weight. In the air, the wing has good penetration with trims open and the energy retention is impressive for only 38 square metres. The small size makes it ideal for exploring beautiful mountain landscapes with light gear and it's also and very nice to fly with kids."



Eric Roussel
France



Solo glider weight, tandem glider fun!

Every millimetre of the canopy of the Yeti tandem has been engineered for maximum lightweight performance. The choice of materials, internal construction techniques, production methods has resulted in a wing weighing just 5.6kg. This means you get all the fun of a tandem glider with only the weight of a solo glider!

Technical data

| | |
|-----------------------|---------|
| Size | 38 |
| Aspect Ratio | 5.1 |
| Glider weight (kg) | 5.6 |
| Weight in flight (kg) | 120-180 |
| EN/LTF | B |

For tandem pilots
Supplied with Light rucksack



Yeti xtrem
one size

Rage

"Allows me to push my limits"

"To perform the best manoeuvres, it's important that the wing reacts predictably. Thanks to the dive of the wing it's possible to perform pitch-pendulum without the speed bar. And with the precise and predictable stall behaviour of the Rage, I can push the limits of Acro flying."



*Yeray Gonzalez
Spain*



Power and control

The Rage is designed for advanced acro pilots wishing to perform helicopters, infinity tumblings, Rhythmic and McTwists with the maximum amount of power, control and stability. The Rage gives an incomparable feeling of power through the brake handles. It reacts very precisely to brake inputs and recovers easily from stalls and spins. This improves the safety and easiness of heli-connections, giving an overall feeling of efficiency.

Technical data

| | | |
|-----------------------|---------|---------|
| Size | 17 | 19.5 |
| Aspect Ratio | 5.6 | 5.6 |
| Glider weight (kg) | 5.4 | 6.1 |
| Weight in flight (kg) | 70-90 | 80-100 |
| EN/LTF | EN 926C | EN 926C |



#17



#19.5



Yeti Cross

#26, 32, 38



Paramotor wings

- Pegasus
- Falcon

Pegasus

"...excited about the ease of flying"

"When I flew the Pegasus, I was excited about the ease of flying. It begins with the takeoff preparation. The risers are very clear with their 3 line-levels, so the preparation is very easy and stress-free. Takeoff and landing are also very easy, especially without wind, due the low minimum speed of the wing. After takeoff, you immediately have a safe feeling in the air. The steering system is long and progressive, for a safe and controlled landing.

All these things make the Pegasus a perfect wing not only for beginners, it is also comfortable for progressing pilots."



*Peter Schultz
Germany*



Engineered to take you far

A perfect choice for your first paramotor wing, the Pegasus is engineered to optimise safety, comfort and handling. Inflation is easy and you are airborne quickly and under control, thanks to the new "S-inlets". As you progress in paramotoring, you'll discover the Pegasus to be truly versatile.

Technical data

| Size | 22 | 24 | 26 | 28 | 30 |
|-------------------------------------|----------|----------|----------|----------|----------|
| Surface (m ²) | 22.22 | 24.12 | 26.26 | 28.50 | 30.83 |
| Aspect Ratio | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |
| Weight (kg) | 4.9 | 5.3 | 5.5 | 5.8 | 6.2 |
| Paragliding weight (kg) | 55-75 | 65-85 | 75-95 | 85-105 | 95-115 |
| Paramotoring weight (kg) | 65-110 | 75-120 | 85-130 | 95-140 | 99-160 |
| Paramotoring certification (EN/LTF) | DGAC (A) |

Supplied with paramotor rucksack



Paramotor rucksack

90L ::: 1200g



Falcon

"..perfect for bivouac or days out with friends"

"The Falcon is a perfect intermediate wing for bivouac or for days out with friends. It's perfect for flying trike. The wing has a very correct speed and its reflex profile is very stable. It gives you a sense of security and ease that gives you confidence in your flight projects and adventures with friends."



Laurent Salinas
France



Speed and efficiency without compromise

The Falcon is a state-of-the-art reflex paramotor wing for intermediate to advanced pilots. The wing is fast, stable, agile and fuel-efficient—ideal for fun flying, cross-country, bivouac and competition.

The Falcon has a wide speed range, and transitions easily from flat, efficient turns in thermals to relaxed, high-speed cruising. The wing is equipped with a competition speed system which acts on both the accelerator and the trimmer. Pushing the speedbar also simultaneously releases the trimmers and vice versa.

Technical data

| Size | 20 | 22 | 24 | 26 |
|----------------------------|--------|--------|--------|---------|
| Surface (m ²) | 20.36 | 22.27 | 24.16 | 26.03 |
| Aspect Ratio | 5.5 | 5.5 | 5.5 | 5.5 |
| Weight (kg) | 5.1 | 5.4 | 5.7 | 6.2 |
| Paramotoring weight (kg) | 75-120 | 85-130 | 95-140 | 105-155 |
| Paramotoring certification | DGAC | DGAC | DGAC | DGAC |

Supplied with paramotor rucksack



Aerocool Mesh T-shirt

S, M, L, XL



Gecko



Patriarc



Speed

| | |
|-----------|--------------------|
| Wings: | Harnesses: |
| · Nano | · Speedride |
| · Fluid 2 | · Freeride |
| · Bobcat | · Bobcat |
| · Yak | · Yeti convertible |

Speedriding

Nano

Discovery and all-purpose



| Size | 9.5 | 11 | 12.5 | 14 |
|-------------|--------|----------|----------|----------|
| Weight (kg) | 2.2 | 2.4 | 2.6 | 2.7 |
| Pilot level | expert | advanced | beginner | beginner |
| Load test | 66 | 66 | 66 | 66 |

Supplied with speedflying fast packing bag

Fluid 2

Expert Slalom and Freeride



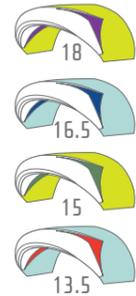
| Size | 8.5 | 9.5 | 11 |
|-------------|---------------|----------|----------|
| Weight (kg) | 2.2 | 2.3 | 2.5 |
| Style | slalom | freeride | freeride |
| Pilot level | etreme expert | expert | advanced |
| Load test | EN 926-1 | EN 926-1 | EN 926-1 |

Supplied with speedflying fast packing bag

Speedflying

Bobcat

Speedflying



| Size | 13.5 | 15 | 16.5 | 18 |
|-------------|------|-----|------|-----|
| Weight (kg) | 3.4 | 3.7 | 4.0 | 4.3 |
| Load test | 66 | 66 | 66 | 66 |

Supplied with speedflying fast packing bag

Yak

Speedflying light



| Size | 15 | 16.5 | 18 |
|--------------|-----------|-----------|----------|
| Weight (kg) | 2.1 | 2.3 | 2.5 |
| Pilot weight | light <80 | heavy 80> | max 110 |
| Load test | EN 926-1 | EN 926-1 | EN 926-1 |

Supplied with speedflying fast packing bag

Speedride

Convertible harness/bag - split legs
For speedriding & speedflying ::: 3.0kg



Freeride

Speedriding harness for freeride ::: 2.0kg



Bobcat

Speedflying harness ::: 2.4kg



Yeti convertible

Ultra-light convertible harness with split legs
for speedflying and paragliding ::: 1.4kg





Harness

- Gingo 3
- Gingo Airlite 2
- Genie Lite 2
- Genie Race 3
- Fuse pilot
- Fuse passenger
- Yeti xtrem
- Yeti
- Yeti convertible
- Verso 2
- Genie X-alps



Pre- inflation test



Inflation test

Choosing your next airbag harness

If you're considering a new airbag harness, it's very important to check the efficacy of the pre-inflation system! Reliable and effective pre-inflation is vital for pilot protection during the launch sequence. It's not always easy for pilots to compare the different harnesses available on the market. One reason is because the official certification standards do not accommodate the testing of partially inflated airbags. All airbags must be tested fully inflated.

Gin Gliders constantly run various projects to learn more about maximising the comfort and safety of pilots and the performance of our gear. One such project has involved improving the pre-inflation system of our airbag harnesses such as the Gingo Airlite. Using our in-house test rig, various airbag designs can be rapidly tested and iterated. Combined with extensive real-world testing, this has allowed us to develop an effective pre-inflation system that offers a similar level of protection to a fully inflated airbag.



Gingo Airlite 2

| Size | XS | S | M | L | XL |
|-------------------|------|---------|---------|---------|------|
| Total weight (kg) | 3.0 | 3.3 | 3.5 | 3.7 | 3.9 |
| Pilot height (cm) | <165 | 160-175 | 170-185 | 180-190 | >185 |

Lightweight buckles with T-lock safety system
Back protection: Airbag

Gingo 3 - an all-round harness for leisure, sport and XC pilots

The Gingo 3 is designed to provide confidence and comfort in the air so that you can have the most fun possible whilst staying safe. The Gingo 3 strikes an ideal balance between transmission and damping of glider movement and this can also be further tuned to your taste via the adjustable cross-braced chest strap. In turns, feedback is well co-ordinated and the handling is precise. Due to these excellent characteristics, the Gingo is the go-to harness of the GIN R&D team.

The Gingo 3 features numerous improvements compared to the Gingo 2. A re-shaped under-seat rescue container allows easier rescue extraction. In addition, the shoulder suspension points for the rescue have been re-designed for a more optimal landing position in case of a rescue deployment. Harness adjustments are simple to make both on the ground and in the air. The Gingo 3 is 2kg lighter and more compact than its predecessor—it's both light to carry and easy to pack. High quality materials are used throughout, ensuring a long product life.



Gingo 3

| Size | XS | S | M | L | XL |
|-------------------|------|---------|---------|---------|------|
| Total weight (kg) | 3.8 | 4.0 | 4.2 | 4.5 | 4.7 |
| Pilot height (cm) | <165 | 160-175 | 170-185 | 180-190 | >185 |

3 click buckles with T-lock safety system
Back protection: 17cm GinSoft 3 mousse bag



Lightweight XC harness with detachable cocoon

Genie Lite 2

| Size | XS | S | M | L |
|-------------------|------|---------|---------|------|
| Total weight (kg) | 3.9 | 4.1 | 4.4 | 4.6 |
| Pilot height (cm) | <165 | 160-175 | 170-185 | >180 |

Behind seat rescue container
 Back protection: 14cm GinSoft lite 2
 Integrated speed system with Harken pulleys
 Supplied with GIN 40mm carabiners, carbon seat and foot plate and speed bar
 EN + LTF certified



Aerodynamic competition harness with aerocone

Genie Race 3

State-of-the-art competition harness
 XS-5-M-L ::: 7.8kg



Tandem pilot and passenger harness

Safari Pilot2

Tandem pilot with split leg design
 One size ::: 1.7kg*
 *Provisional

Safari Passenger 2

Tandem passenger with split leg design
 One size ::: 1.8kg*
 *provisional



Fuse pilot

Tandem pilot with seat plate
 One size ::: 3.8kg

Fuse passenger

Tandem passenger with seat plate
 One size ::: 3.5kg





Yeti xtrem

Ultra-light harness
One size ::: 500g



Yeti

Ultra-light harness - rescue bridle attachment
One size ::: 600g



Yeti convertible

Ultra-light convertible harness
One size ::: 1.4kg



Verso 2

Reversible airbag harness with seat plate
XS-5-M-L-XL ::: 4.5kg



Yeti airbag

Back protection to attach to Yeti harness
One size ::: 500g



Yeti convertible airbag

for Yeti convertible harness
One size ::: 300g



"All-terrain" XC Adventure

Genie X-Alps

| Size | XS | S | SM | M | ML | L |
|-------------------|---------|---------|---------|---------|---------|---------|
| Total Weight (kg) | 2.2 | 2.3 | 2.3 | 2.4 | 2.4 | 2.5 |
| Pilot height (cm) | 155-165 | 160-170 | 165-175 | 170-180 | 175-185 | 180-190 |

Ultra-light cocoon harness
Based on the harness used by GIN athletes in the X-Alps race, the Genie X-Alps is constructed from a high-strength lightweight Dyneema fabric and features a 14cm moussebag and integrated front rescue container and flight deck. Available in 6 sizes for optimum fit and simple adjustment.

All harness weights are quoted complete as delivered, size M where applicable



Yeti Cross #26/32/38

Light square type rescue parachute

| Size | #26 | #32 | #38 |
|-------------------------------|-----|-----|-----|
| Weight | 1.3 | 1.5 | 1.7 |
| Maximum weight in flight (kg) | 86 | 104 | 126 |
| Sink rate (m/s) | 5.0 | 4.8 | 4.8 |
| Certification | EN | EN | EN |
| Supplied with inner container | | | |

Stable descent

The Yeti Cross very quickly dissipates the pendulum motion typically seen with circular-type rescue parachutes, due to the square shape and strategic placement of the air dispersement vents. A stable, pendulum-free descent is achieved shortly after deployment.

Excellent sink rate

The unique design of the canopy maximizes the surface area and efficiency. Optimized air channeling decreases the descent rate to well below the certification requirement of 5.5m/s.

Rapid and smooth opening

The Yeti Cross opens rapidly and smoothly, due to the enhancements made to the canopy profile and rescue packing procedure.



One G

Standard rescue parachute

| Size | #38 | #42 |
|-----------------------|--------|---------|
| Weight | 2.3 | 2.6 |
| Weight in flight (kg) | 80-100 | 100-130 |
| Opening time (s) | 2.9 | 3.4 |
| Sink rate (m/s) | 4.3 | 4.8 |
| Certification | EN | EN |

Pull Down Apex system - 1 riser - supplied with inner container, without external container



Yeti rescue #27/35/40

Light rescue parachute

| Size | #27 | #35 | #40 |
|-------------------------------|------|------|------|
| Weight | 1.25 | 1.5 | 1.75 |
| Maximum weight in flight (kg) | 80 | 100 | 120 |
| Opening time (s) | 3.2 | 3.0 | 3.1 |
| Sink rate (m/s) | 5.07 | 5.03 | 5.1 |
| Certification | EN | EN | EN |

Pull Down Apex system - 1 riser - supplied with inner container, without external container



Yeti rescue #50/60

Paramotor / tandem rescue parachute

| Size | #50 | #60 |
|-------------------------------|------|-----|
| Weight | 2.6 | 3.1 |
| Maximum weight in flight (kg) | 180 | 220 |
| Opening time (s) | 2.9 | 3.4 |
| Sink rate (m/s) | 5.2* | 5.1 |
| Certification | EN | EN |

Pull Down Apex system - 1 riser - Delivered with inner container, without external container



Outer container

For all rescue parachute types
One size
Weight: 250g



Combi rescue outer container

Size: S / M
-S: Yeti #35, 40
-M: One G #38, 42 + Yeti #50
Weight: 400g (M size)



X-lite rescue deck

Suited for main carabiner attachment
Small, lightweight front rescue container with instrument panel
Colour: orange
Size: Yeti- #27/35/40
Weight: 190g



Rescue deck GR3

Front rescue container with removable instrument panel
Compatible with Genie Race 3
Size: Yeti- # 27/35/40
Weight: 530g



Flight deck GR3

Removable instrument panel with ballast container
Compatible with Genie Race 3
Volume: 10L
Weight: 385g

Yeti X-Lite rucksack

Yeti harness combo
Volume: 50L
Weight: 545g



X-Lite rucksack

Genie X-Alps harness combo
Volume: 60L
Weight: 530g



Yeti alpine bag

Yeti trekking / bivouac
Volume: 60L
Weight: 770g



Light rucksack

Genie Lite 2 harness combo
Volume: 80L / 90L
Weight: 750g



Paramotor rucksack

Volume: 90L
Weight: 1200g



Classic rucksack

Volume: 130L
Weight: 1400g



XXL Rucksack

Volume: 200L
Weight: 1600g



Fast packing bag

Size: one size
Weight: 1000g



Fast packing bag light

Size: one size
Weight: 750g



Fast packing bag SF

Size: S, M
Weight: 180g



Dry bag

Watertight compression bag
Volume: 60L
Weight: 90g



Radio case red

Weight: 55g



Smart case

Weight: 95g



Neoprene case

Flytec, Brauniger, Naviter



Supple spreaders

For tandem
One size
Weight: 110g ea.



Flight deck 5L/10L

Weight: 380g / 700g



Flight deck classic

Volume: 5L
Weight: 560g



Spreader bars 30cm

Weight: 570g ea.

G-Chute

Size: 1.06m²
Weight: 300g



Concertina bag 2.5m

Weight: 420g

Concertina bag 3m

Weight: 460g

Day pack

Volume: 17L
Weight: 225g





Lite techjacket team edition

XS-XL red :: 420g

Outer wear- Pro series

Lite softshell jacket

Weather-resistant and breathable softshell jacket
 Colour: anthracite
 Size: XS-S-M-L-XL
 Weight: 410g (M size)



Speed jacket

As worn by GIN team pilots
 Colour: grey / red, grey / lime
 Size: S-M-L
 Weight: 230g (M size)



Windy flying suit

Colour: red / blue
 Size: XS-XXL
 Weight: 1400g



Windy flying suit lite

Colour: orange / lime
 Size: XS-XL
 Weight: 900g



Loft jacket

Lightweight jacket with a very good warmth-to-weight ratio
 Colour: anthracite
 Size: M-L-XL
 Weight: 580g



Alpine gloves

Colour: black
 Size: S-XL
 Weight: 220g



Socks

Colour: blue, red
 One size
 Weight: 90g



FLYGIN Boots

Colour: red, grey
 Size: 235mm - 285mm (US 5-10)
 (5mm increments)
 Weight: 1,400g



Casual wear

Aerocool lite L/S

XS-XL ::: black / charcoal ::: 200g



Cosy hoodie jacket

XS-XL ::: grey ::: 520g



FLYGIN hoodie

S-XL ::: navy ::: 570g



Lite stretchy hoodie

S-XL ::: black ::: 470g



Aerocool T-shirt

S-XL ::: grey ::: 155g



Aerocool Mesh T-shirt

S-XL ::: blue ::: 160g



Aerocool polo shirt

XS-XL ::: black / charcoal ::: 175g



Cloud T-shirt

S-XXL ::: blue ::: 190g



G-Wrap

One size ::: lime / grey ::: 40g



G-Wrap

One size ::: lime / grey ::: 40g



Lite tech jacket

XS-XL ::: red / blue ::: 420g

Women's clothing

Capsleeve leopard T

Colour: blue / white
Size: XS-XL
Weight: 120g



Pique polo shirt

Colour: orange, white
Size: XS-5-M-L
Weight: 150g (M size)



Dragonfly t-shirt

Short-sleeved t-shirt, 100% cotton
Colour: green
Size: S-M-L
Weight: 150g (M size)



Bird t-shirt

Short-sleeved t-shirt, 100% cotton
Colour: beige
Size: XS-5-M-L
Weight: 180g (M size)

Which glider for you?

| | All-Access | Leisure | Sport | Performance | High Performance | Competition |
|--------------------|--------------|--------------|-------------|------------------|------------------|------------------|
| PARAGLIDERS | | | | | | |
| BOLERO | | | | | | |
| YETI | Lite | | | | | |
| | ATLAS | | | | | |
| | ATLAS X-ALPS | | Lite | | | |
| | | | SPRINT | Semi Lite | | |
| | | | | CARRERA | | |
| | | | | | GTO | |
| | | | | | | CCC |
| | | | | | | Boomerang |
| | | | | | | Rage Acro |
| TANDEM | | | | | | |
| | FUSE | | | | | |
| | YETI | Lite | | | | |
| | SAFARI | Trike | | | | |
| PARAMOTORS | | | | | | |
| PEGASUS | | | | | | |
| | | VANTAGE | | | | |
| | | | FALCON | Reflex | | |
| SPEEDFLYING | | | | | | |
| | | YAK #18 | #16.5 | #15 | | |
| | | BOBCAT #18 | #16.5 | #15 | #13.5 | |
| SPEEDRIDING | | | | | | |
| | | NANO | | | | |
| | | | FLUID | | | |



Dealer info:



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