

Yeti UL front container

User manual

V1.0 July 2020



WARNING:

Like any extreme sport, paragliding involves unpredictable risks which may lead to injury or death. By choosing to fly, you assume the sole responsibility for those risks. You can minimize the risks by having the appropriate attitude, training and experience and by properly understanding, using and maintaining your equipment. Always seek to expand your knowledge and to develop self-reliance. If there is anything you do not understand, consult with your local dealer as a first point of contact, with the GIN importer in your country or with Gin Gliders directly.

Because it is impossible to anticipate every situation or condition that can occur while paragliding, this manual makes no representation about the safe use of the wing under all conditions. Neither GIN Gliders nor the seller of GIN equipment can guarantee, or be held responsible for, the safety of yourself or anyone else.

Many countries have specific regulations or laws regarding paragliding activity. It's your responsibility to know and observe the regulations of the region where you fly.

This equipment must never be used for parachuting or BASE jumping.

You must wear a helmet as well as all other standard safety equipment required for paragliding. This equipment is strongly recommended to be used by an experienced paraglider pilot only.

Thank you...

..for choosing GIN Gliders. We are confident you'll enjoy many rewarding experiences in the air with your GIN Yeti UL front container..

This manual contains important safety, performance and maintenance information. Read it before your first flight, keep it for reference, and please pass it on to the new owner if you ever re-sell your equipment.

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

Happy flying and safe landings,
GIN Team

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Manual

We recommend that you familiarise yourself with your new Yeti UL front container by reading this Manual before your first use. This will allow you to acquaint yourself with its functions, to learn the best way to use it in various situations, and explain how to get the best out of your gear. This manual contains details on design of the Yeti UL front container, technical data and illustrations however the information is subject to change. We reserve the right to make changes without prior notification.

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

GIN Gliders Homepage

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

www.gingliders.com

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

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

- GIN Gliders Shops
- Facebook, Twitter & youtube

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

GIN Gliders and the environment

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

Respect for nature and the environment

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

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

Safety

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

Safety advice

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

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

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

Safety notices

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

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

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

Liability, warranty exclusion and operating limitations

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

Pilots are responsible for their own safety and must ensure that the airworthiness of their paragliding equipment, which includes also the Yeti UL front container and everything should be checked prior to every flight. The pilot should launch only if the paraglider is airworthy. In addition, pilots must observe the relevant regulations in each country. The glider may only be used if the pilot has a licence which is valid for the area or is flying under the supervision of an approved flying instructor. There shall be no liability on the part of third parties, in particular the manufacturer and the dealer.

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

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

Liability and warranty exclusion

In terms of the warranty and guarantee conditions, the Yeti UL front container may not be flown if any of the following situations exists:

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

Operating limitations

The Yeti UL front container must be operated only within the operating limits. These are exceeded, if one or more of the following points apply:

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

Introduction of the Yeti UL front container

For pilots who prefer to fly with a front rescue, the Yeti UL front container can be used with most harnesses and rescues. The small instrument panel allows to put some flight instruments.

The Yeti UL front container is currently available in size S and M.



Size and rescue compatibility

Size	Volume	Weight	GIN rescue
Small	2-2.6 L	130 g	Yeti UL S & M
Medium	3-3.5 L	150 g	Yeti UL S, M & L Yeti 27 & 35 Yeti Cross 26 & 32

Included with the Yeti UL front container

- Yeti UL front container
- Rescue handle
- Y-Rescue bridle



Packing the Yeti UL front container

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

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

Every first installation of a rescue system into the Yeti UL front container must be checked by a qualified paragliding professional for compatibility. To verify the installation, you must perform a test deployment by sitting in a simulator.

Rescue parachutes should be repacked at least every 150 days; so installing your rescue in a new Yeti UL front container may also provide a good opportunity for a repack. After every repack of the rescue parachute you should also do a compatibility check.

Rescue compatibility

MAKE SURE THAT THE RESCUE PARACHUTE CAN BE RELEASED FROM THE RESCUE CONTAINER—it must be done by you, the pilot, sitting in the harness hanging from a simulator.

WARNING: If you are in any doubt about any aspect of rescue installation, seek professional advice!

IMPORTANT: You must perform a test deployment from a simulator to verify the installation.

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

Rescue handle attachment

Before you attach the rescue handle, check the length of the strap connecting the rescue deployment handle to the rescue inner container. It should be long enough that the reserve can be extracted without the danger of the pins not being pulled before the strap tightens on the reserve, but not so long that there is excessive slack that extends the movement required for deployment.



Pass the handle through the center loop



Pass the handle through itself



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

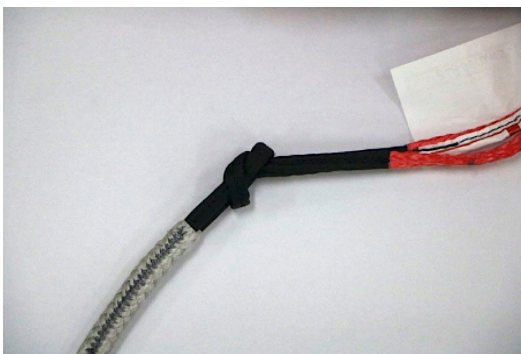
CAUTION: Please use the center attachment loop. If the handle is connected to the side loop, Rescue deployment can be delayed or may even be prevented.

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

Connecting the rescue bridle

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

It is the pilot's responsibility to check the compatibility of the rescue system and ensure that it is installed properly. Be sure to inspect your connection during normal maintenance and safety checks. Replace it whenever there are any signs of wear and check your rescue system with a professional after any deployment.



*Pass the rescue bridle through the bridle.
Pull hard to make a clean knot.*



Secure the connection with a tape

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

In case us use a carabiner to connect your rescue with your rescue bridle:

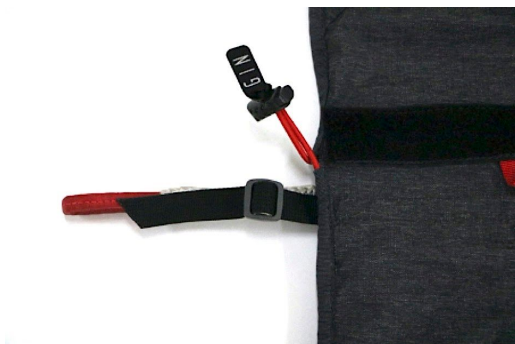
We recommend that you cover the connection using the Maillon rapid cover to prevent excess friction. Rubber- bands should also be used to secure the attachment and prevent excess friction.



Correct carabiner-connection

Closing the container

Close the cockpit as described below:



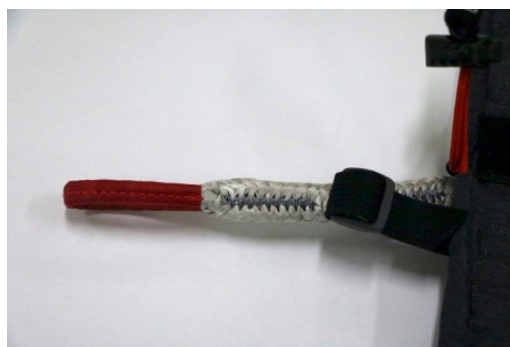
Pass the strap of the container through the plastic buckle of the rescue bridle



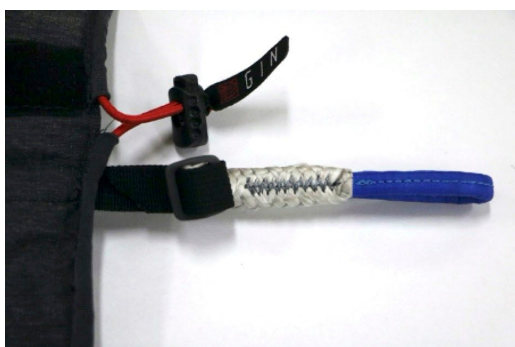
Repeat on the other side



Both rescue bridles should now point out to the bridle ends



Pass the strap back through the plastic



Repeat on the other side connected



Both rescue bridles should now be connected to the rescue container



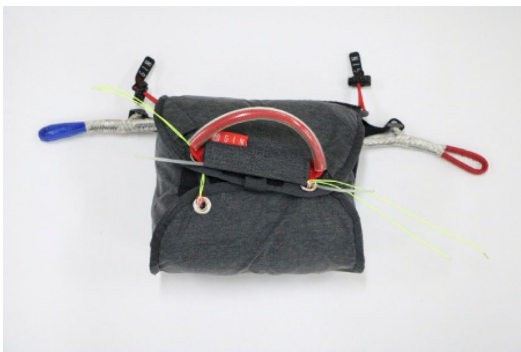
Place the rescue on the container



Insert a paracord in each loop



Use the paracords to pass the loops through the loops of the base flap



Now pass through the top flap and secure with the rescue handle pins



Put the rescue handle pins in the openings left and right



Tighten the rubber bands left and right



Hide rubber band and the stopper in the container

Installing the Yeti UL front container

The Yeti UL front container can be used on any harness and with any glider. Connect both rescue bridles with the main carabiners. Gin Glider harnesses have color coded webbing connections. RIGHT side of harness has BLUE webbing connection, LEFT side of the harness has RED webbing connection to match the Yeti UL front container risers for safe and easy connection. It is possible to secure the Yeti UL front container with the two lower straps.



Preflight check

The deployment handle and its strap must be connected to the deployment bag of the parachute. In particular, check the length of the strap connecting the rescue deployment handle to the rescue inner container. It should be long enough that the reserve can be extracted without the danger of the pins not being pulled before the strap tightens on the reserve, but not so long that there is excessive slack that extends the movement required for deployment.

IMPORTANT: After you have finished packing the Yeti UL front container, you must do a test deployment to ensure that it can be deployed correctly.

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

GIN quality and service

We take pride in the quality of our products and are committed to putting right any problems affecting the safety or function of your equipment and which are attributable to manufacturing faults. Your GIN dealer is your first point of contact if you have any problems

with your equipment. If you are unable to contact your dealer or GIN importer, contact Gin Gliders directly via our website.

Final words...

Most of us today live in a dependent society where we are regulated and protected. Individuals rarely are afforded opportunities to develop the self-responsibility that is the foundation of safety in extreme sports such as paragliding.

Most accidents are caused by getting into situations that are too demanding for your level of experience. This happens if you lack fundamental understanding, are incapable of assessing the risk or simply do not pay sufficient attention to your surroundings or your own state of mind.

To stay safe, the best you can do is to increase your understanding, skill and experience at a rate you can manage safely. There is no substitute for self-responsibility and good judgement.

In the end, paragliding offers a unique opportunity to learn to take control of your own destiny. Memento mori, carpe diem!

Fly safely, and...E N J O Y!

GIN Team

Addresses

Gin Gliders Inc.

285-1 Galdam-Ri, Mohyun-Myun

Yongin City, Kyunggi-Do

449-851 Korea

Fon: +82-31-333-1241

Fax: +82-31-334-6788

www.gingliders.com

DHV

Miesbacher Str. 2

Postfach 88

83701 Gmund am Tegernsee

Germany

Fon: +49 (0) 8022 9675 - 0

Fax: +49 (0) 8022 9675 - 99

Email: dhv@dhv.de

www.dhv.de

EAPR

European Academy of Parachute Rigging

Marktstr. 11

87730 Bad Grönenbach

Germany

Fon: +49 (0) 8334 - 534470

Fax: +49 (0) 8334 - 534469

Email: info@para-academy.eu

www.para-academy.eu

FAI - Fédération Aéronautique Internationale

Maison du Sport International

Av. de Rhodanie 54

1007 Lausanne

Switzerland

Fon: +41 21 345 1070

Fax: +41 21 345 1077

www.fai.org

DULV

Mühlweg 9

71577 Großerlach-Morbach

Germany

Fon: +49 (0) 7192 93014 - 0

Email: info@dulv.de

www.dulv.de

Air Turquoise SA

Route du Pré-au-Comte 8

1844 Villeneuve

Switzerland

Fon: +41 219 65 65 65

Fax: +41 219 65 65 68

www.para-test.com



Gin Gliders Inc.

285-1 Galdam-Ri, Mohyun-Myun, Yongin-City, Kyunggi-Do, Korea

www.gingliders.com,

gin@gingliders.com