

Paramotor Cocoon



Paramotor Cocoon User manual v1.0.0, 11/12/2018

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.

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The information in this manual is provided for guidance only and is subject to change without notice. This manual is not intended as a comprehensive assembly, use, service, repair or maintenance manual. Please see your dealer for all assembly, service, repairs or maintenance. Your dealer may also be able to refer you to classes, clinics or articles on paraglider use, service, repair or maintenance.

Thank you...

..for choosing GIN Gliders. We are confident you'll enjoy many rewarding experiences in the air with your GIN Paramotor Cocoon..

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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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.

At Gin Gliders, we bring together consultant aerodynamicists, world cup pilots, engineers and paragliding school instructors, all with one goal: creating better paragliders.

Touch

We're a "hands-on" company that puts continuous innovation and development at the centre of everything we do.

At our purpose-built R&D workshop at head office in Korea, we are able to design, manufacture, test-fly and modify prototypes all in a matter of hours. Our international R&D team is on hand both in Korea and at locations worldwide. This guarantees that your equipment has been thoroughly tested to cope with the toughest flying conditions.

Our own production facilities in East Asia ensure the quality of the finished product and also the well-being of our production staff. Our facilities are independently certified to AS9100C (Aerospace standard) and also to ISO 9001:2008.

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!

Manual

We recommend that you familiarise yourself with your new Paramotor Cocoon 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 Paramotor Cocoon, 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 Paramotor Cocoon, 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 practicing 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.

Environmentally-friendly recycling

Gin Gliders gives consideration to the entire lifecycle of its paragliders, the last stage of which is recycling in an environmentally-friendly manner. The synthetic materials used in a paraglider must be disposed of properly. If you are not able to arrange appropriate disposal, Gin Gliders will be happy to recycle the paraglider for you. Send the glider with a short note to this effect to the address given in the appendix.

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 Paramotor Cocoon is at the pilot's own risk! Any current paraglider or harness was tested according to EN or DGAC.

Pilots are responsible for their own safety and must ensure that the airworthiness of the glider and Paramotor Cocoon is 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.

WARNING: The Paramotor Cocoon is made for paramotor use only.

Liability and warranty exclusion

In terms of the warranty and guarantee conditions, the Paramotor Cocoon 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 Paramotor Cocoon 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 canopy 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 Paramotor Cocoon

The paramotor cocoon is intended for pilots who already have experience and who have mastered takeoff and landing with their paramotor glider. In flight, you will have to release a brake to be able to get into the cocoon and also for reposition it for landing.

Closed harnesses with a cocoon revolutionized paragliding, as they give an advantage in performance and especially keep the legs and feet warm. Because most of the free flying pilots appreciate the advantages of a cocoon harness, we thought it is time that paramotor pilots get the benefits as well.

Paramotor factory pilot Laurent Salinas is the driving force behind the PPG cocoon. He spent countless testing prototypes and adjusting them to the needs of paramotor pilots. The cocoon opens at the bottom for easy step in and out. A buckle holds up the cocoon during take-off so that it is not interfering while running. It has a big cockpit to place instruments and all the things that are needed for long flights. Because of the smart system, the cocoon can be attached to almost every paramotor harness and frame. Test it and you will immediately feel the difference in comfort!

The integrated cockpit gives a storage space of about 10L, and an excellent instrument holder. You can easily attach and store your phone, vario or other things.



Technical specifications

	Medium	Large
Total weight (kg)	1.14	1.24
Cockpit only (kg)	0.64	0.64
Cocoon only (kg)	0.5	0.6
Pilot height (cm)	160-180	>180

How to assemble the Paramotor Cocoon with the paramotor cockpit

1) Paramotor Cocoon and Cockpit



2) Start to close the zipper from the right side



3) Close until the end



4) Hook the line zipper puller with the buckle



5) Finish



Installing the Paramotor Cocoon

The Paramotor Cocoon can be used on most paramotor harnesses and with any glider. The following instructions will help you to install the Cocoon correctly.



1 - Connect the left carabiner to the left strap of the Paramotor Cocoon. The lower part of the Cocoon is connected with the buckle on the corner of your harness, close the seat board.



2 - Guide the long bottom strap under the harness and then connect to the buckle on top of the seat plate (the strap should go around the seat plate). Make sure that the strap is tight enough.



3 - Put the motor on your back. The red strap on the lower right part of the cocoon is connected to the lower right part of the cocoon by a buckle. The buckle should be under slight tension, as this will keep the cocoon closed in flight. Be aware that the Paramotor Cocoon opens at the bottom, while paragliding cocoons open on top.



4 - Connect the lower right buckle of the cocoon to the harness and connect the right strap to the carabiner of your harness.



5 - If you use a lot of ballast, you can connect the cockpit to your shoulder straps. It will help support the weight during take off and landing. To do so, connect the straps to the buckles of the shoulder straps and adjust the length. Ballast



6 - Connect the footplate to the cockpit for take off and landing.



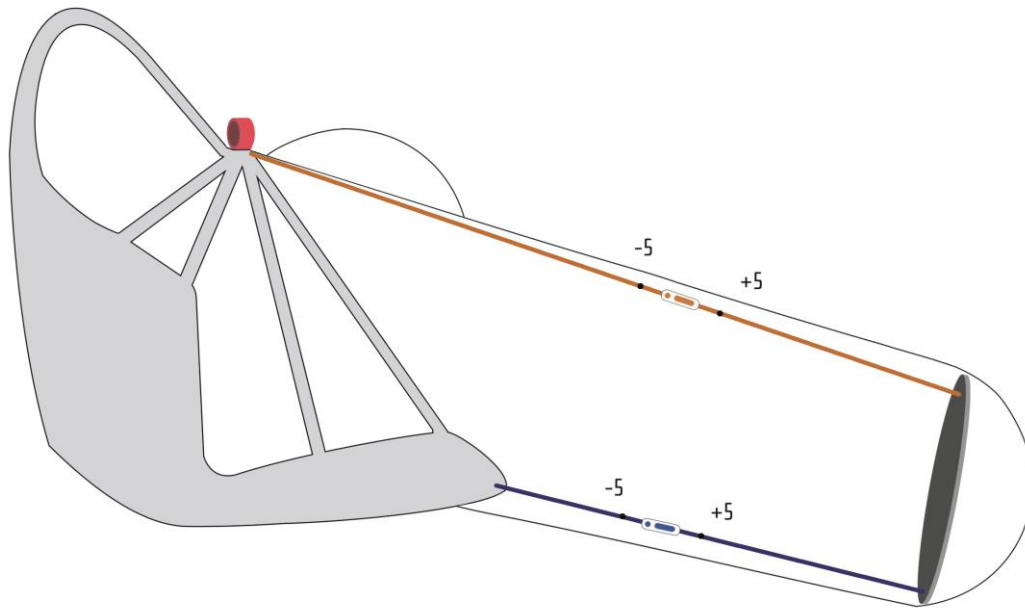
7 - Be sure that the footplate of the Paramotor Cocoon is connected with the buckle (left). Otherwise it might interfere while running (right).

WARNING: Make sure that no loose straps can get caught in the propeller.

Adjustments

It is advisable to adjust the cocoon on a flight simulator before flying. It will allow you to adjust the Paramotor Cocoon to your needs and to be comfortable in flight. It is important to have a pleasant position and setting to be able to fly for a long time.

The cocoon must be a snug fit, the cocoon fabric smooth and wrinkle-free to achieve the best aerodynamic performance. The nose of the cocoon should form a straight line and point slightly downwards.



Adjustment possibilities of the Paramotor Cocoon.

Tightening the orange line raises the nose of the cocoon, releasing it allows the nose to drop and lengthen the cocoon. Tightening the blue line lowers the nose, releasing it allows the nose to rise and shorten the cocoon. Adjust the cocoon first, and then tighten the shoulder straps. There are 3 markers on the adjustment lines, indicating the minimum (-5), neutral (0) and maximum (+5) settings.

Packing the Paramotor Cocoon

The Paramotor Cocoon has a straightforward design and does not need any special technique for packing. It can stay mounted on the harness. But in case you like to store your Cocoon, the following packing instruction proved to be the most reliable:



Disconnect the Paramotor Cocoon and Paramotor Cockpit from your harness.



Open the Cockpit.



Put in the foot plate first.



Fold the Cocoon in an S-shape.



Close the Cockpit with the zipper.



Be aware

- Always check the settings in a flight simulator first.
- Be sure that there are no loose straps that can be caught in the propeller.
- Be in a safe and comfortable position before you get in the Cockpit.

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