



GIN



# *Genie X-Alps*

pilot manual

v1.1 06/2015





Ultra lightweight  
X-Alps Competition  
Harness

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# Thank you...

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

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](http://www.gingliders.com). You can also register for e-mail updates via our website.

Happy flying and safe landings,  
GIN team

# 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 paragliding equipment 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.

# About Gin Gliders

## *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 aerodynamists, world cup pilots, engineers and paragliding school instructors, all dedicated to fulfilling this dream.

## *Touch*

We're a "hands-on" company that puts continuous innovation and development at the center 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.

## *Believe*

We believe that the product should speak for itself. Only by flying can the pilots understand their equipment 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!

# Introducing the Genie X-Alps

The GIN Genie X-Alps harness is an ultra-light cocoon harness aimed at XC adventure and hike 'n fly pilots, or regular XC pilots who simply wish to fly in comfort and travel light.

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 certified 14cm moussebag and integrated front rescue container and flight deck. It's available in 6 sizes for optimum fit and simple adjustment.

## **“All-terrain” XC Adventure**

The Genie X-Alps is well suited to adventures in wild places. Its stable geometry is ideal for modern intermediate and high performance gliders flown in challenging mountain conditions. Comfort on long flights is first class. The harness adapts to the pilot's body shape due to the hammock principle, and the foam back protector helps to support the load over a wider area of the back.

## **Fit and simplicity**

The fit of a harness is one of the most important aspects for comfort, safety and performance. The range of 6 sizes gives you the best possible fit without the need for complicated adjustments.

## **State-of-the-art lightness**

The Genie X-Alps is one of the lightest harnesses of its kind. It is also strong and easy to pack and carry. As with any lightweight equipment, a technical understanding of the product is necessary to obtain the longest possible period of use. Handle the harness with care and avoid dragging it on rough ground.



# Specifications

The Genie X-Alps has EN and LTF certification.

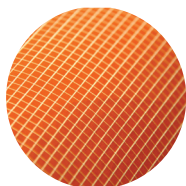
Size	XS	S	SM	M	ML	L
Weight (kg)	2.2	2.3	2.4	2.4	2.4	2.5
Pilot height (cm)	155-165	160-170	165-175	170-180-	175-185	180-190

## Delivery package

- 1 Harness with Ginsoft X-Alps
- 1 Carbon footplate
- 2 Yeti peguet carabiners
- 1 Rescue deployment handle
- 1 Rescue Y-bridle
- 1 2-Step speed bar

## Components of the Genie X-Alps

Dyneema fabric



X-Alps rescue deck



Back protection



Carbon footplate



30mm Yeti Peguet carabiners



2-Step speedbar



Harken & Ronstan pulley



### **Dyneema fabric**

Dyneema fabric, "pound for pound", is up to 15 times stronger than steel. It boasts to be the strongest fabric in the world, being lighter and up to 40% stronger than Kevlar. These properties make it a perfect choice for our ultra-lightweight cocoon harness. Its unique structure makes it resistant to tearing while remaining light weight for hike-n-fly pilots.

### **X-Alps rescue deck**

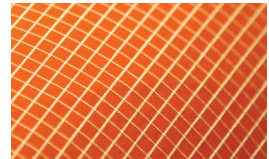
Included with the Genie X-Alps harness is a front rescue deck. Front rescue containers are the safest rescue option when experiencing high G-Forces. The container is designed to connect directly with your main carabiners. This conveniently supports the weight of the rescue and keeps the aerodynamic shape of the cocoon. The top surface of the rescue deck is an instrument panel with room for both your GPS and vario.

### **Back Protection**

The Genie X-Alps features a removable 14cm mousse bag back protection. Adding a certified back protector to an ultra-lightweight harness adds a new level of safety for hike-n-fly pilots. The GinoSoft X-Alps back protection is designed to protect the pilot in case of an impact by displacing the energy, but it cannot completely eliminate the risk of injury.

### **Carbon footplate**

Everything on the Genie X-Alps harness has been engineered to achieve the lightest harness in production. The Genie X-Alps comes standard with a carbon footplate for a better cocoon shape and improved aerodynamics.



## 2 Step speedbar

The Genie X-Alps is equipped with a lightweight 2 step speedbar that allows for more precise pilot input and speed control.

## Ronstan pulley

The Genie X-Alps uses 2 lightweight pulleys to make the use of the speed system both easy and comfortable. The lightweight ball-bearing pulleys offer a smooth glide when applying the speedbar.



# Before you fly

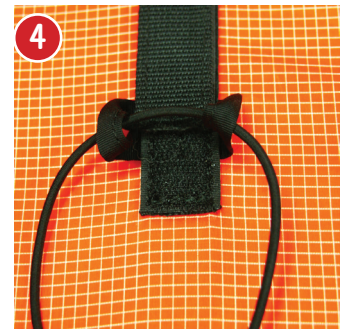
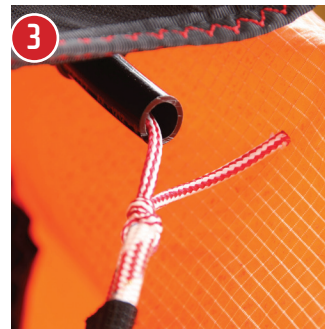
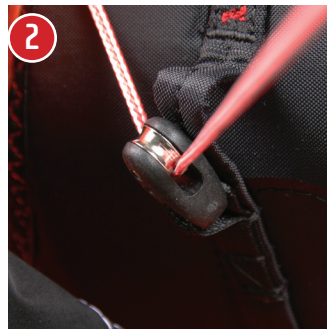
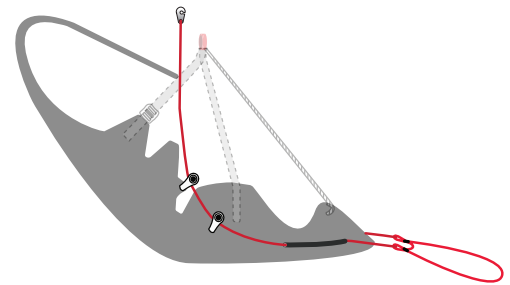
Make sure your dealer has checked the harness for completeness and basic settings. Your harness must be assembled by a suitably qualified paragliding professional, for example, your instructor.

Gin Gliders recommends that assembly be carried out in the following order. If you are in any doubt whatsoever about this procedure, please seek professional advice from your instructor, GIN dealer or importer.

## Installing the speed system

Assemble the speed system from top to bottom. Pass the cord of the speed bar through the eyelet underneath the carabiners (1). Pass the cord along the inside of the harness and route through both pulleys (2). From the second pulley, route the cord through the plastic tube at the bottom edge of the seat (3). Connect the cord to the speedbar using a secure knot. Finish by attaching the speedbars elastic cord to the attachment point on the footplate (4).

**CAUTION:** Make sure that the speed system is not too short. The front risers of your paraglider must not be pulled down in normal (unaccelerated) flight.



## Installing the back protector

The Genie X-Alps has a removable 14cm mousse bag back protector. The back protector comes pre-installed in the harness. If the back protector has been removed then follow these instructions for re-installation.

To install the protector, first open the back protector pocket located under the harness seat. Insert the foam back protector, follow the arrow (↔) so that the thicker side is facing the back of the harness and the thinner end is toward the front ("F"). Push the protector all the way into the pocket and then close the zipper.



## Connecting the carabiner

Connecting the harness straps to the main carabiners needs to be done in a specific order. Follow the sequence from the image below.

- 1 Seat strap
- 2 Main harness riser & lateral strap
- 3 Side strap
- 4 Upper cocoon adjustment



\*refer to page 24 for harness strap labeling

## Rescue Installation and compatibility check

Gin Gliders recommend that rescue installation is performed properly by a competent person. The rescue parachute is a pilot's 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.

The Genie X-Alps comes with the x-lite front rescue container that is compatible with Yeti rescue parachutes (#27,35,40). 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 harness (that means every new combination of harness and rescue system) 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 harness may also provide a good opportunity for a repack. After every repack of the rescue parachute you should also do a compatibility check. Make sure that the rescue parachute can be released from the front 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.





### Connecting the rescue bridle

To connect a rescue to your harness we recommend using a GIN Rescue Carabiner. If you choose to use different type of connector, it should be rated at least 9 times the maximum weight. For example, our recommended 8mm Stainless Steel screwgate maillon (square) connector has a minimum breaking load of 28kN (2855 kg). 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 connector 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. We recommend that you cover the connection using the Maillon rapid cover to prevent excess friction. Tape and/or rubber-bands should also be used to secure the attachment and prevent excess friction.

**Recommended by GIN: 8mm stainless steel screwgate maillon**

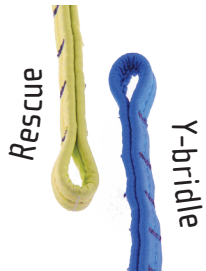
8mm square maillon

Breaking load: 28kN

**WARNING:** When connecting the rescue bridle be sure to secure the connection using tape, rubber bands or heat shrink wrap. If the lines are not secure they may burn or cut from excess friction.



### Maillon connection



Bridle attachment



Attach the Y-bridle to the maillon and secure it with a rubber band



Attach the rescue to the maillon and secure with a rubber band



Check your connection and close the maillon firmly

\*compatible with the GIN Soft Shackle



Handle attachment



Pass the handle through the center



Pass the handle through itself



Pull to make a clean, tight knot

The rescue container for this harness comes with its own deployment handle. This 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.

The deployment bag of other manufacturers' rescue systems (i.e. non-GIN rescue systems) may have different loop positions which may cause a deployment failure. Be sure to contact your parachute dealer or a qualified professional to check the connection, position and secure deployment, and refer to the rescue manual for details.

## Rescue installation guide

The Genie X-Alps comes with the X-Lite rescue deck. The X-Lite rescue deck is designed to attach to the main carabiners and is designed with adjustable support straps for pilot comfort. It is very important to properly install the rescue parachute. If the parachute is not folded correctly or the lines are not placed properly then a serious if not fatal accident could result. If you have any doubts speak with your instructor or GIN dealer.

### Main rescue installation guide

Start by connecting the Y-bridle to the X-Alps rescue deck. Use the Velcro to first position the bridle (pic. 1). Secure the bridle using the rescue deck webbing (pic. 2). Arrange the rescue bridle cleanly so no lines cross each other (pic. 3). Place the rescue on top of your folded lines with the handle attachment facing out (pic.4). Use an extra piece of paracord to pull the anchor loops through the rescue deck eyelets in the order shown (pic. 5-6). Insert the rescue hooks into the anchor loops. Finish by tightening the elastic cords on the side of the flight deck (pic. 8) and check that the installation is secure.

**WARNING:** When installing the reserve make sure the reserve handle is up and the reserve lines are facing down.





### X-Alps rescue deck attachment

To attach the rescue deck to the Genie X-Alps, first connect the Y bridle risers (1) to the main carabiners. After connecting the flight deck close the cocoon, right side first, left side second. Make sure to leave the rescue handle (2) exposed, above the cocoon.



## Storage

### Back Pocket

The Genie X-Alps features a large back pocket with room to store your rucksack and extra gear you want to carry with you while flying. Sewn into the pocket is a pouch for a hydration pack. At the top of the pocket is a hole for your hydration hose and/or radio cord.

### Hydration packs (e.g. Camelbak)

Located inside the large back pocket you will find a large mesh pocket for a hydration pack. Place the water bag into the pocket and then pass the hose through the hole located at the top of the pocket.

### Underseat pocket

Located under the seat is a small pocket that has been designed for x-alps pilots who need a little more space to store rescue gear such as rope or a emergency kit.

### Cocoon pocket

The cocoon is designed with two small pockets that can be used for a small digital camera, hand phone or snack. Inside the pockets are small loops that can be used to secure small items to the cocoon. The pockets are held closed with a small Velcro strip and can be easily accessed during flight.



## Adjustments

The Genie X-Alps harness is uniquely designed to be a near custom fit for each pilot's size. The wide selection of harness sizes helps reduce the weight by removing unnecessary buckles and straps. After choosing a harness that is close to your body size, adjust your harness 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 take off. A poorly adjusted harness can adversely affect the flying characteristics of your paraglider.

Perform adjustments before your first flight by hanging in a simulator and fine-tune the settings if necessary during your first few flights.

### Shoulder straps (1)

The optimum setting for the shoulder straps depends on the height of the pilot. Step into the harness and stand upright with the breast strap closed, symmetrically adjust the shoulder straps until they are a snug fit, but not tight.

To tighten: pull the shoulder webbing forward and down.

To loosen: pull up on the front of the slide buckle.

### Breast strap (2)

After adjusting the shoulder straps, position the breast strap in a comfortable position and pull so there is slight pressure on the shoulder straps.

**NOTE:** Make sure that the rescue system has been installed before making adjustments.



### Lateral Straps (1)

The lateral straps adjust the angle between the thighs and the back. This angle can be set between 100° and 130°. Lengthening the straps increases the angle and vice-versa. The easiest way to adjust them correctly is during a flight in calm air. Remember that flying in the supine position (i.e. leaning back), reduces the stability of the harness and increases the risk of riser twists after a deflation.

### Seat Straps (2)

The seat straps change the depth of the seat. Adjust to find a comfortable position. Slide the plastic ball up to shorten or down to lengthen the straps to find a comfortable position with good back support (p. 27). Lengthening the straps also helps you to slide easily into the harness at take off, while shortening the straps helps you to be in the standing position for landing.

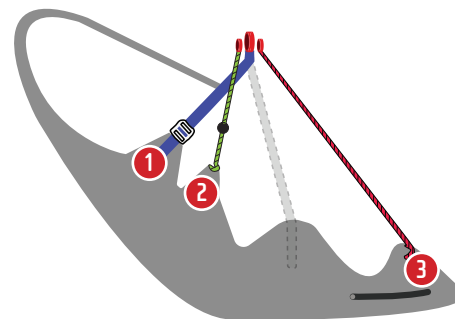
Adjustments to the seat straps can not be performed while flying.




### Side Straps (control angle of seat) (3)

The side straps of the Genie X-Alps are factory set to the optimum flying position. Further adjustment to the side straps may be done by tying a knot in the Dyneema line.

### Speed Bar

Hanging in the simulator, adjust the length of the speed bar cord so that the bar hangs at least 15cm below the front of the harness. Making the cord too short could result in the speed system being constantly or 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 enough clearance above the ground.



- 1 Lateral strap 
- 2 Seat strap 
- 3 Side strap 



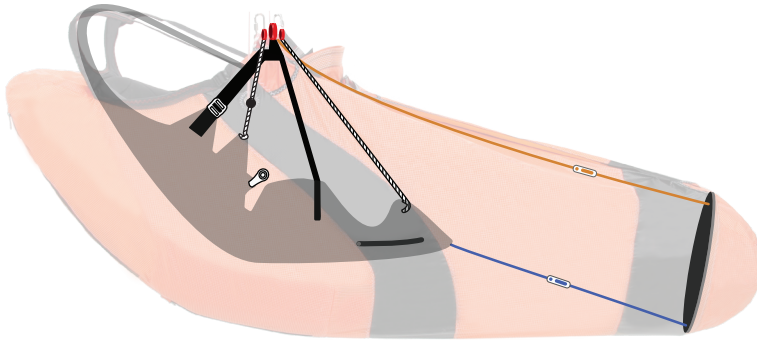
### Footplate adjustment strap

Use the Orange and Blue footplate straps to adjust the length of the cocoon to match your physique. Adjustments should be done while hanging in a simulator before your first flight. Do not adjust the cocoon while in flight, it requires two hands.

### Proper adjustment

The cocoon should be tight and the harness fabric should be smooth and wrinkle free to create the best aerodynamic shape. The nose of the cocoon should form a straight line and point slightly down. Tighten the orange line to raise the nose of the cocoon, loosen to allow the nose to drop and extend the length of the cocoon. Tighten the blue line to pull the nose down, loosen to allow the nose to pull up and lengthen the cocoon. Adjust the cocoon first and then make the shoulder straps snug.

**NOTE:** The proper adjustment of the cocoon allows for safer flying and better performance. Seek assistance from a professional when needed.



### Cocoon straps

The cocoon straps are used to pull the upper fabric of the cocoon tight during flight to decrease drag and improve the flying characteristics of your harness.

Before launch connect the cocoon strap buckles but DO NOT tighten. For take-off it is important to loosen the cocoon straps to make it easier for the pilot to get into the harness after launch.

To tighten: Pull on the GREEN loop (1)

To loosen: Pull up on the RED tab (2)



**IMPORTANT:** Before take-off, loosen the cocoon straps. After take-off pull on the green loops to tighten.



Seat adjustment strap



SHORT



LONG



# Flying with the Genie X-Alps

**IMPORTANT:** Use a complete and consistent system of pre-flight checks and repeat the same sequence every flight.

## General warnings and advice

Before every flight, check the following:

Are you in good physical and mental condition?

Are you familiar and compliant with all applicable laws and regulations in your area?

Are you within the certified weight range of your paraglider?

Do you have the necessary valid insurance cover (e.g. liability, medical, life)?

Are you briefed thoroughly about the site, airspace and expected weather conditions of the day?

Is your equipment and choice of site suitable for your level of experience?

Do you have a suitable helmet, gloves, boots, eye-wear and adequate clothing?

Are you carrying some form of identification, so that people know who you are in case of an accident? Take along a radio and mobile phone if possible.

Do you fully understand how to safely use your new equipment? If not, have your instructor or dealer explain anything you are not sure about.

When you go for your first flight on your new harness, be sure to pick a day and site that does not present you with any unfamiliar challenges. During your first flight, familiarize yourself with the in-flight characteristics of your new harness.

## Pre-flight checks

As part of your normal pre-flight check routine, check:

Is there any damage to the harness or carabiners that could affect its airworthiness?

Is the rescue parachute container closed correctly with the pins in the right position?

Is the deployment handle correctly inserted or attached?

Are all buckles, belts, zips 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.

Is the paraglider connected correctly to the harness with both carabiners secured by their locking mechanisms?

Is the speed bar attached correctly to the glider?

Are all pockets closed properly and any loose items tied down safely?

Is the air chamber intake open and clear?

Have you closed your leg and chest straps? Double check before you take off!

### Rescue Deployment

In the event of an emergency, you must quickly evaluate your height and the seriousness of the incident. A seconds hesitation in deploying the reserve could prove fatal if there is insufficient height. On the other hand, deploying the rescue when the glider is recoverable may result in needless injury.

If you decide to deploy the rescue:

Look for the rescue handle and grasp it firmly with one hand

Pull forwards and upwards on the handle to release the deployment bag from the rescue 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 or against the direction of spin. After deployment, avoid entanglement and pendulum motions by promptly 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 prepared to do a PLF (Parachute Landing Fall) to minimize the risk of injury.

**IMPORTANT:** In normal flight, periodically feel the position of the rescue handle so that the action of reaching for the rescue handle is instinctive in an emergency.

**WARNING:** During any incident in flight, always monitor your altitude. If you have any doubt that you have sufficient height for recovery, deploy your reserve without hesitation. “If low, then throw”.

**NOTE:** After any rescue deployment, it is essential to have your harness thoroughly inspected by a qualified professional to be sure there is no damage to the rescue connection points, rescue bridle or any other parts.

## **Landing with the Genie X-Alps**

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 even if you have back protection. Standing up before landing is an active safety precaution.

## **Miscellaneous**

### **Towing**

The Genie X-Alps can be used for towed launches. The tow bridle release should be hooked directly to the main carabiners, ensuring that the carabiners are positioned with the opening bar facing the rear. For further details, refer to the documentation provided with your tow release, or ask a qualified towing instructor at your flying site.

### **Tandem Flying**

The Genie X-Alps is not designed for tandem flying. See [www.gingliders.com](http://www.gingliders.com) for details of our harnesses specifically designed for tandem flying.

### **Flying over water**

Water landings should be avoided at all costs, as the back protection increases the risk of the pilot floating in a head-down position. For safety training over water, we recommend wearing a proper flotation vest with a head support holding the wearer's head above the surface even when unconscious.

# Maintenance and repairs

The materials used in this harness have been carefully selected for maximum durability. Nevertheless, keep your harness clean and airworthy to ensure the longest possible period of safe operation.

## Care and maintenance

Don't drag your harness over rough or rocky ground. Avoid unnecessary exposure to UV rays, heat and humidity. 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. Regularly clean 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. 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. Occasionally lubricate the zips and buckles with silicone spray, no more than once a year.

After a hard landing you must check your harness for damage, pay close attention to the rescue container and verify all of the attachments are secure.

## Inspection checklist

In addition to regular pre-flight checks, your harness should be inspected thoroughly on every rescue repack of 150 days. 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.

**IMPORTANT:** Any repairs should only be carried out by the manufacturer or by an approved agent. This will ensure that the correct materials and repair techniques are used.

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 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.

### **Repairs**

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.

### **Storage**

Stored at a temperature between 10° and 25° C and in relative humidity between 50 and 75%. Make sure too that the harness is not stored in a place where animals such as mice or cats could use it as a place to sleep.

Do not store the harness near any chemicals. Petrol, for example, causes the material to disintegrate and can cause considerable damage to your harness. When your equipment is in the car boot, keep it as far away as possible from any spare petrol cans or oil containers.

The X-Alps should not be exposed to extreme heat (e.g. in the boot of the car during summer). High temperatures accelerate the process of hydrolysis, particularly when combined with moisture, which damages fibers and coating. Do not store your harness near radiators or other heat sources. Always transport your glider in the special concertina bag and use the backpack provided for the rest of the equipment.



### **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.

### **GIN lifetime guarantee**

Gin Gliders are proud to guarantee the quality, craftsmanship and performance of all our products. Equipment with defects in materials or manufacturing will be repaired or replaced at the discretion of Gin Gliders for the practical lifetime of the product. Equipment damaged through wear and tear, misuse or neglect may be repaired at a nominal charge.

If you have any problems with your equipment, please contact your GIN dealer in the first instance, or Gin Gliders directly via our website.

### **Care of the environment**

We are privileged to fly in areas of outstanding natural beauty. Respect and preserve nature by minimizing your impact on the environment. When visiting an area, contact the local club for details of environmentally sensitive areas and local restrictions.

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

# Final words...

Most of us today live in a dependent society where we are regulated and protected. There are few opportunities for individuals 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 judgment.

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

# Technical data

Size	XS	S	SM	M	ML	L
Weight (kg)	2.2	2.3	2.4	2.4	2.4	2.5
Pilot height (cm)	155-165	160-170	165-175	170-180	175-185	180-190
Height of attachment points (cm)	44	45	46	47	47	48
Carabiner distance (cm)	46	46	47	48	49	49

## Certification

The Genie X-Alps has EN and LTF certification, max load 120daN

Genie X-Alps harness: (EN) \_\_\_\_\_, (LTF) \_\_\_\_\_

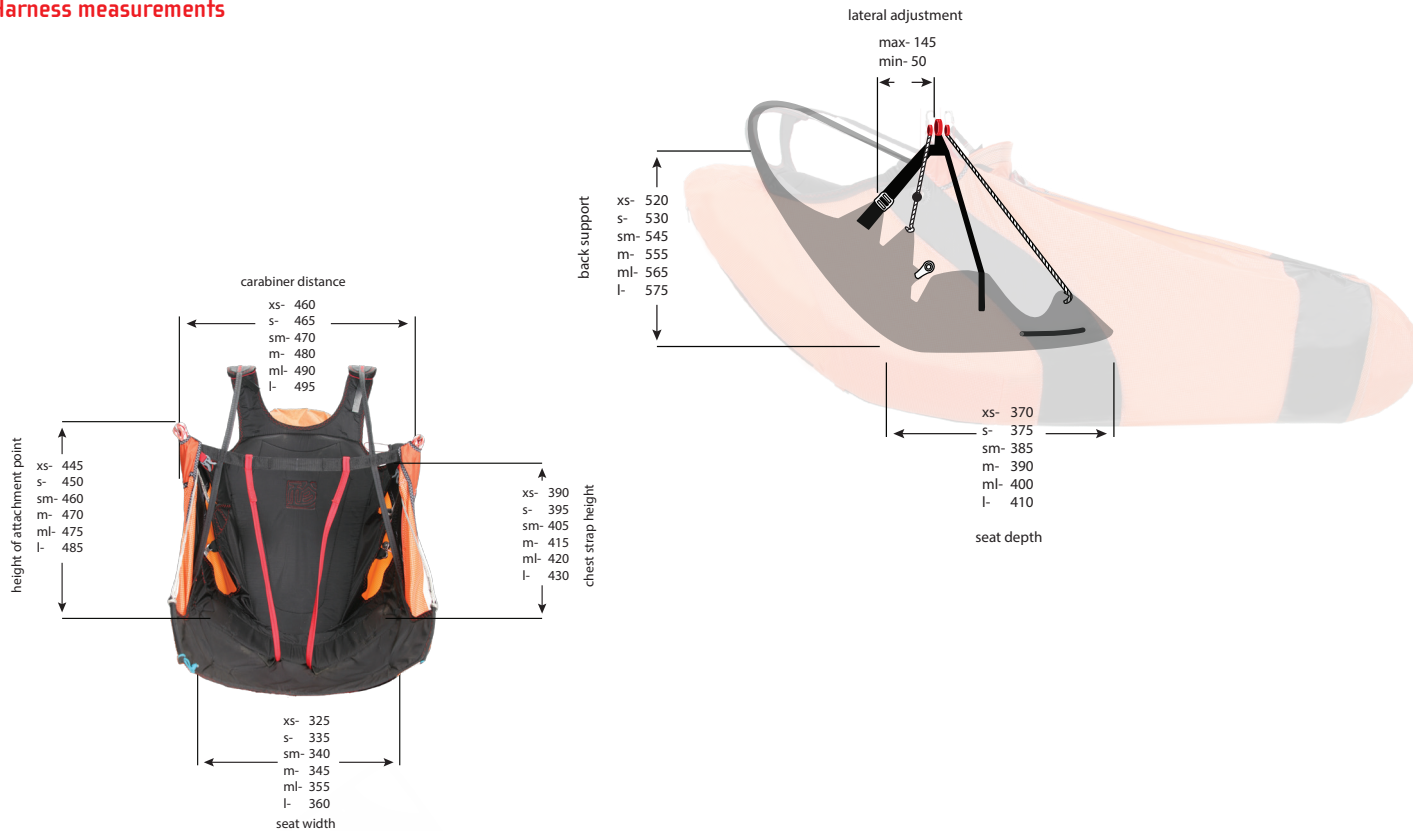
## Parachute container

Removable front rescue deck

## Back protection

14cm mousse bag

## Harness measurements



# Materials

## Harness fabric

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Outer	400(66)N/Dyneema R/5 PU ORANGE
Inner	ROBIC PING DOBBY 60" BK

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## Webbing

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Dyneema 30mm, 12mm

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## Tread

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P/F 210 D/9 Bonded, P/F 210 D/4 & 210 D/6 Bonded Polyester

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### Harness details

Size	Colour	Serial Number
Check flight (date): _____		
Mark and signature: _____		

### Inspections and repairs overview

Date	Work carried out	General conditions on delivery	Completed by (name)	Stamp and signature

### Pilot details / Proof of ownership

1. Owner	
Name:	
Address:	
Phone:	
Email:	
2. Owner	
Name:	
Address:	
Phone:	
Email:	
3. Owner	
Name:	
Address:	
Phone:	
Email:	



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