



GIN



# *Verso*

**pilot manual**

v2.0, 03/2014





Reversible airbag  
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 Verso.

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 harness.

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 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.

## *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 Verso

The Verso is a reversible airbag harness with carbon seat plate and underseat rescue container. The Verso offers comfort, safety and convenience in a compact, lightweight package. The Verso is well-suited to leisure pilots, hike 'n fly pilots and travellers, yet is comfortable enough to be used on long cross-country flights.

The Verso is a sleek and easy harness, designed for maximum comfort and ease of use. The elegant design focuses on simplicity, eliminating the need for complicated adjustments.

The overall geometry of this harness has been designed to enable the pilot to move comfortably and freely, enabling an easier, fast run for take-off and landing.

Leg and chest straps are integrated into the "T-bar system" to prevent the pilot from falling out of the harness if he forgets to fasten the leg straps.

The safety has also been improved on the 2nd generation Verso by a pre-inflation system for the airbag. Medical grade titanium wire has been used to ensure that the airbag is partially inflated at all times, even on take-off when the pilot has their back to the wind. The rescue container has also been reshaped to allow easier deployment, particularly under high G forces. The re-designed rescue handle is easier to reach at all times.

These developments ensure that the new Verso is a worthy successor to the previous Verso, one of the most popular reversible harnesses on the market.





## Specifications

The Verso has EN and LTF certification.

Size	XS	S	M	L	XL
Pilot height (cm)	under 165	160-175	170-185	over 180	over 180
Weight (kg)*	3.6	3.7	3.9	4.1	4.3

\* - weight does not include rescue handle, top cover, optional footbar, carabiners

## Delivery package

- 1 Harness convertible to rucksack
- 1 Carbon seat plate
- 2 Carabiners
- 1 Rescue handle and 2 lengths of line to help close the harness rescue container
- 1 Rucksack top cover for helmet or extra loose item storage.

## Airbag back protection

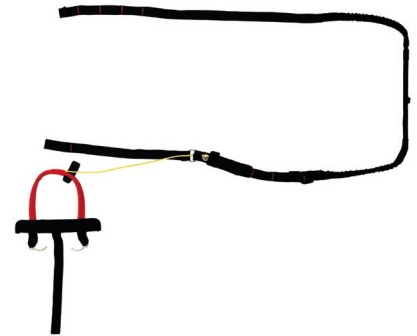
The Verso is a harness with a built-in airbag. The airbag helps to absorb the force of an impact by allowing air to dissipate progressively. This protects the pilot as much as possible in the event of an incident, but it cannot completely eliminate the risk of injury. The Verso back protection is EN / LTF certified.

## Optional Items

### Footbar with quick release system

The optional footbar with quick release system consists of a footbar with a specially designed rescue handle. In the event of a reserve deployment, the footbar is automatically released. This is to eliminate the possibility of the footbar interfering with the reserve. Please see the “Before you fly” section of this manual for details of installation and adjustment of the optional footbar.

We recommend that you do not use other types of footbar with the Verso.



### Rescue parachute

The Verso is designed for use with a GIN rescue parachute, such as the One G or Yeti Rescue. 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. This is called a "compatibility check". In this compatibility check you, the pilot, must always sit in the harness hanging from a simulator and deploy the rescue from the harness container. This check must also be done each time after the rescue has been repacked and re-installed.

### Speed bar

The Verso is compatible with all common types of speed systems. We produce a range of speedbars, please see [www.gingliders.com](http://www.gingliders.com) for details.

### Flight deck

The Verso may be fitted with a flight deck, allowing easier viewing of instruments and/or carrying of ballast, please see [www.gingliders.com](http://www.gingliders.com) for details.

### Other Accessories

For up-to-date information on additional accessories, visit [www.gingliders.com](http://www.gingliders.com) or contact your local GIN dealer or the distributor in your country.



# Before you fly

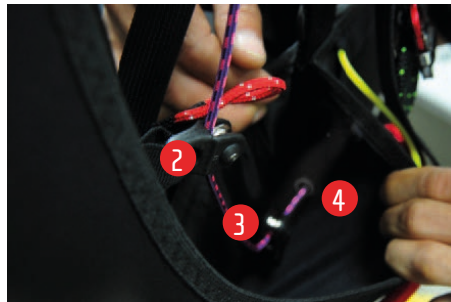
Make sure your dealer has checked the harness for completeness and basic settings. Your harness must be assembled by a suitably qualified paragliding professional, for example, your instructor.

Gin Gliders recommend 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 pair of pulleys near the side pocket and route it out through the black tube near the front corners at each side of the seat. Attach the elastic cord to the speed bar to keep the speed bar flush with the end of the seat plate when not in use. This allows easy access to the speed bar and prevents tangling in case of a rescue deployment.

**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 speed system (continued)



Installing the optional quick release footstrap



To install the optional quick release footstrap, wrap the webbing of the footstrap around the D-ring. Ensure that the 2 rings line up with each other and that the cord loop is pushed through the rings. Route the long yellow plastic line through the neoprene tunnel, velcro strap at the end of the seat, and the cord loop that is protruding through the footstrap rings. Finally, tuck the plastic line into the neoprene cover of the footstrap.

If the plastic line is too long, trim it to fit your leg.



### Adjusting the optional footstrap

There are 4 red adjustment strips embroidered onto the footstrap. To ensure that the footstrap is adjusted symmetrically, position the appropriate red strip over the bar of the plastic buckle, and then on the opposite side of the harness, adjust the length of the footstrap to the same red strip.

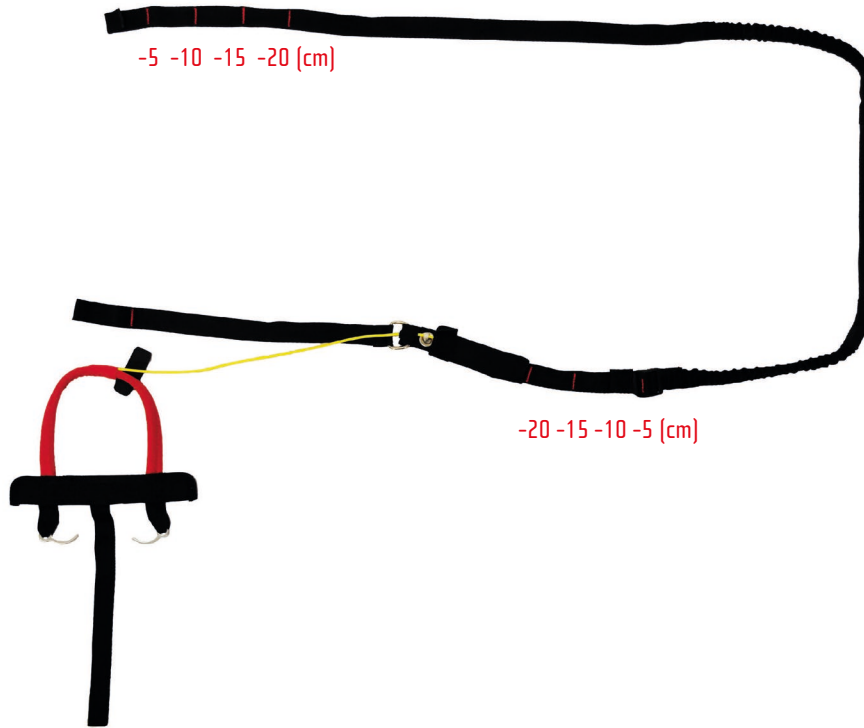


Left side

-5 -10 -15 -20 (cm)

Right side

-20 -15 -10 -5 (cm)





## Rescue Installation and compatibility check

Gin Gliders recommend that rescue installation is performed properly by a competent person. The Verso is compatible with GIN One G or Yeti rescue parachutes. Other manufacturers' rescues may also be used but we cannot guarantee their efficacy—check your rescue manual for details.

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 rescue container in the harness—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 bridles to the harness webbing

When you attach the rescue bridles to the harness webbing, a Maillon Rapid type 7mm Stainless Steel carre (square) is recommended. But in any case, the connector should be rated at least 9 times the maximum weight. Our recommended 7mm connector for example has a minimum breaking load of 3125kg and an EN certificate of conformity.

Use rubber bands, tape or plastic heat shrink tube to hold the maillon in place. Avoid webbing to webbing connections, as there is a danger of getting the knot the wrong way round. This significantly weakens the connection and also makes it difficult to disconnect the rescue parachute if you land in trees.



### **Attaching the rescue deployment bag to the harness deployment handle**

The rescue container of the Verso 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.

### **Adjustment of rescue container volume**

The Verso has a Velcro system to adjust the volume of container according to the size and shape of your rescue. This is to ensure that your rescue is held firmly in place in the rescue container.

To adjust the rescue container volume for a smaller rescue, first detach the edge of the flap inside the container and fasten it using the Velcro (see photo). This decreases the height of the container. Then, check that the rescue fits the remaining space. The rescue should fit comfortably in the container. The rescue should be held so that it can't move around, but not too tightly that extraction becomes difficult. If necessary, place a piece of foam behind the rescue to reduce the depth of the container.

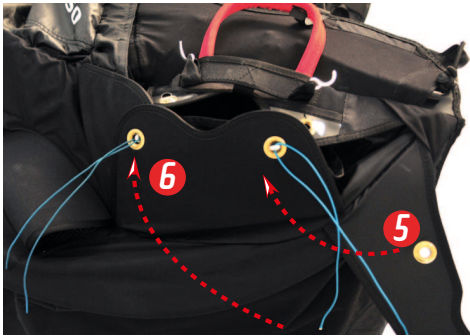


### Installing the rescue in the harness rescue compartment

Using the line, pull the elastic loops through the ring of each rescue container flap. Close the rescue container flaps in the order shown in the photos below. Secure the rescue container flaps by placing the release pins through the elastic loops as shown. Insert each side of the rescue handle in neoprene and secure with the attached Velcro.



**NOTE:** If using the optional footbar, the dedicated rescue handle with longer plastic wire has to be used. Connect the long plastic wire to the quick-release footbar mechanism as detailed in the instructions on page 13.



## Adjustments

Adjust the Verso 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

The optimum setting for the shoulder straps depends on the height of the pilot. Stand upright with the chest/leg straps closed, and symmetrically adjust the shoulder straps until they are a snug fit, but not tight. During flight, these straps won't go slack because of elastic tensioners on the straps. You will find the adjustable buckles either side of the seat.

### Lateral Straps

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.

### Leg Straps

The correct adjustment of the leg straps allows the pilot to easily reach the sitting position after take-off without using his hands. In the standing position, use the buckles under the chest strap to adjust the leg straps so that they fit comfortably without being tight; make sure you do

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

it symmetrically. If you need to lengthen the leg straps, first check that the shoulder straps are not too tight. It is not normally necessary to make large adjustments from the default leg strap setting.

### **Chest Strap**

The adjustment of the chest strap controls the distance between the carabiners and affects the handling and stability of the glider. Widening the distance between the carabiners increases feedback from the wing and allows for easier weight shifting. Closing the strap gives you a more stable feeling in turbulence but increases the risk of stable spiral and also the risk of twisting!

The chest strap may also be adjusted in flight according to the conditions; for example, it may be tightened in turbulent air and flown at a looser setting in less turbulent or weak conditions.

### **Seat Straps**

The seat straps change the depth of the seat. Adjust to find a comfortable position. In the sitting position, lengthen the straps to their maximum at first and then use the plastic buckles to shorten the straps to find a comfortable position with good back support. 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.

### **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

**WARNING:** Always maintain chest strap adjustments within the paraglider manufacturer's recommended range

are comfortable with your new harness, and always do so in calm conditions with ample clearance above the ground.

### **Storage**

One of the special features of Verso is that it is designed to function as an airbag. Air is scooped into the airbag chambers through a channel on the side of the harness.

Pilots should make sure that this channel and the airways are open in harness mode and that air is free to flow through and into the air chambers in the back of Verso.

If you want to store items inside the back of the harness, stow them in the bag's top cover or in the side mesh pockets, so that there is no way for them to block the functioning of the airbag. Put bags and other items for stowage inside these pockets and zip them closed. Otherwise, the airbag may not inflate properly.

### **Pockets**

The Verso includes a mid-size pocket inside the airbag that can be used as a top cover for the bag plus one mesh pocket. There are 2 small pockets on each side of the rucksack for carrying small items.

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

When you open the zipper, situated behind your neck on the Verso harness, you will find a large mesh pocket for a hydration pack or Camelbak. Place the water bag in the mesh pocket and then hook the bag onto the plastic buckle to suspend its weight. This prevents the pack from sinking to the bottom of the pocket and causing discomfort or interfering with the airbag. Don't store anything else in this mesh pocket as it may influence your position and comfort during flight.



## Rucksack

You can adjust the size and function of the Verso rucksack to meet your individual requirements.

### Packing the paraglider into the rucksack

Place all the harness webbing straps between the seat and back support when you turn the harness into the rucksack. Ensure that the lateral flaps supporting the seat are folded inwards, to maintain the shape and ergonomics of the rucksack.

Place the paraglider into the rucksack, on top of the harness and close one side of the zipper. Then close the other side of the zipper while pushing down on the paraglider.

Extra items such as gloves, flying suit etc. can be placed into the top space before closing the zipper fully. After closing the zipper fully, close and tighten the side compression straps.

### Top cover

When you need additional volume to carry your smaller items you can fit the removable 12L top cover that was supplied together with the Verso.

When you connect the top cover, the side with zip closed pocket (wider side) faces the back of your head. Connect it to the buckles either side of the shoulder straps.

The top cover is fitted over the closed bag after storing your wing and everything into the main bag.

### Attaching walking poles

There are 2 elastic cords on each side of back and 2 webbing loops for the poles at the bottom of the bag. First put the end of poles into the bottom loops and then secure them with the 2 elastic cords.



## Rucksack adjustment

To maximize your comfort and efficiency while walking, adjust the rucksack of the Verso as follows:

### Shoulder straps

With the rucksack on and the shoulder straps correctly fitted, adjust the length of the shoulder straps so that the middle hole of the waist belt fits comfortably over your hipbone.

### Top stabilizer straps

After adjusting your shoulder straps, adjust the length of the top tension straps, located at the top of the shoulder straps to stabilize the load.

### Hip belt

The hip belt is important to the load carrying comfort of the rucksack as this distributes the load of the bag from the base of your spine onto your hips. Take the time to ensure that the position is correct. Adjust the length of the hip belt so that it is a firm fit and transfers the weight to your hips comfortably. Then adjust the side stabilizer straps between hip belt and bag to help stabilize the base of the load.

### Chest strap

The chest strap can be moved up and down the sliders on the shoulder straps, located under the pocket. Adjust the position of chest strap to fit across the upper part of your chest. Then connect the buckle and adjust the length to take some lateral tension off the shoulders.



# Flying with the Verso

## 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, eyewear 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 Verso, 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 that:

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?

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

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 second's 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 sideward and upwards on the handle to release the deployment bag from the harness container

Look for a clear area, and in a continuous motion, throw (and RELEASE!) the rescue away from yourself and the glider, preferably into the air stream or against the direction of spin. After

**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".

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.

### Landing with the Verso

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 effective safety precaution.

### Miscellaneous

#### Towing

The Verso isn't equipped with extra system for towing. The tow release can be connected to the main carabiners. The best way to attach a tow release is to use a towing adapter, which slides over the lower ends of the risers of the paraglider before attaching the main carabiners. For further details refer to the documentation provided with your tow release or towing adaptor or ask a qualified towing instructor at your tow site.

#### Tandem Flying

The Verso 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

Do not use the Verso on any flights over water, especially during extreme manoeuvres training. If you land in water, the airbag could cause you to be held underwater.

**IMPORTANT:** Each time you land, always be prepared to perform a PLF (Parachute landing fall).

# Maintenance and repairs

The materials used in the Verso 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. When you clean, don't scrub the fabric inside the Airbag with a brush (especially the back) since the fabric can be damaged by rubbing. 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, in particular the airbag. A tear in the airbag may render it totally ineffective. In such cases, you must have the airbag repaired properly before use.

### **Inspection checklist**

In addition to regular pre-flight checks, the Verso 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.

All sewing must be intact and any anomalies attended to immediately to avoid exacerbation of the problem.

Special attention should be paid to the rescue installation, particularly the elastic and Velcro parts.

The seat and back plates must be free from cracks.

The main aluminium 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.

### 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.

### 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.

When your paraglider eventually reaches the end of its useful life, dispose of it with consideration and follow any local regulations.



# 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 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

# Technical data

Size	XS	S	M	L	XL
Pilot height (cm)	under 165	160-175	170-185	over 180	over 180
Height of attachment points (cm)	40	42	44	46	48
Carabiner distance (cm)	33-45	33-47	33-51	33-53	33-55
Weight (kg)*	3.6	3.7	3.9	4.1	4.3

## Certification

The Verso has EN and LTF certification, max load 120kg

Verso harness: [EN] PH 062.2013, [LTF] GZ 062.2013

## Parachute container

Integrated container underneath seat plate

## Back protection

Airbag back protector

\* - weight does not include rescue handle, top cover, optional footbar, carabiners

# Materials

## Harness fabric

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Outer	420D Oxford, Oxford 210D Ripstop PU
Inner	Oxford 210D (HD), D

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## Webbing

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DYNEEMA 25mm / 30mm

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## Buckles

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Safe-t-bar And Ventral Buckles

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## Thread

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

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[www.gingliders.com](http://www.gingliders.com)

GIN

*Dream. Touch. Believe.*