



G I N

Boomerang 9 Owners' Manual

Thank you for taking the time to read Boomerang9 manual.

Rev.1.1, July 2013

GinGliders Inc.

285-1 Galdam-Ri, Mohyun-Myun, Yongin-City, Kyunggi-Do, Korea
www.gingliders.com, gin@gingliders.com

Thank you...

Thank you for choosing the Boomerang9. We are confident that this paraglider will provide you with countless enjoyable experiences, long flights and exceptional competition results. This manual contains all the information you need to fly and maintain your paraglider. A thorough knowledge of your equipment will keep you safe and enable you to maximize your full potential.

Please pass on this manual to the new owner if you do resell your glider.

Happy Flights and Safe Landings,

The GIN Team

Safety Notice

By the purchase of our equipment, you are responsible for being a certified paraglide pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of GIN equipment greatly increases these risks. Neither Gin Gliders Inc nor the seller of GIN equipment shall be held liable for personal or third party injuries or damages under any circumstances.

Please note: The Boomerang9 is an EN standard D and LTF D glider and it is suitable for use by world class pilots who have flown at least 100 hours per year for more than 4 years. The Boomerang9 is not suitable for inexperienced pilots, beginners, intermediates or for school training.

If any aspect of the use of our equipment remains unclear, please contact your local paragliding instructor, GIN reseller or the importer in your country.

Contents

Thank you.....	2
Safety Notice	2
Contents	3
1. GIN Gliders	4
2. Introducing the Boomerang9	5
For Pilots Who	5
Cutting-edge Design	5
Manufacturing.....	5
3. Before you fly	7
Pre-delivery Inspection	7
Speed System	7
Brake line adjustment.....	7
Rucksack.....	8
Your harness.....	8
Certified Weight Range.....	9
Pre-flight safety.....	9
4. Flying the Boomerang9	10
Preparation for launch	10
Take off.....	10
Line knots or tangles	11
Best glide	11
Accelerated flight	11
Active flying	11
In turbulence	11
Cascade of events	12
Losing altitude	13
Steering without brakes	14
Flying in the rain	14
Aerobatics	14
Landing with the Boomerang9.....	15
Tow launch.....	15
Motorized flight.....	15
5. Care, Maintenance and Repairs	16
Ground handling	16
UV damage	16
Packing instructions	16
Transport and Storage	17
Cleaning.....	17
Maintenance Inspections.....	17
Line trimming	17
Repairs	17
Environmentally friendly disposal of the paraglider.....	18
6. Reference	19

1. GIN Gliders

GIN Gliders was formed in 1998 by paraglider designer and competition pilot Gin Seok Song and his team of engineers and test pilots.

Gin's philosophy is simple: to design gliders that he, and any other pilot, will love to fly. This philosophy applies equally for a beginner glider such as the Bolero, as for the world-beating competition glider, the Boomerang. No glider is released to the market without Gin's complete satisfaction.

Gin has over 20 years' experience of designing and manufacturing paragliders, and is backed up by an equally experienced team, both within the company in Korea and throughout a worldwide network of distributors and dealers. The GIN Team dominated the Paragliding World Cup from 1998 to the present day and has had countless other competition successes in World Cups, World and National Championships. This high level of expertise provided by dedicated professionals ensures that you get the best possible product support and after sales service.



2. Introducing the Boomerang9

The Boomerang9 is a high performance and competition wing built around a completely new concept and suitable for cross country or competition. It is a wing which is uniquely in tune with the needs of today's pilots. The Boomerang9 offers outstanding security, top performance and climbing ability combined with precise and dynamic handling. This allows the pilot to thermal precisely and to climb extremely well. The Boomerang9's high pitch stability allows for faster cross country flights.

The Boomerang9 will allow you to experience the full pleasure of free flight with the best performance available today within the EN D class, whilst still offering good stability.

For Pilots Who ...

The Boomerang9 is a perfect competition glider and high-end cross country glider. It is suitable for the very experienced pilot who flies frequently and wants the highest possible performance with LTF-D safety. The Boomerang9 is designed for all kinds of flying, from ridge soaring to thermalling, but is optimized to go further in cross country or to win competitions.

Cutting-edge Design

GIN Gliders have made extensive improvements in the Boomerang9 compared to its predecessors. The Boomerang9 has a high aspect ratio and is a completely new design concept. Improvements have been made in line with GIN Gliders' traditional values of higher stability and better performance.

GIN has made extensive improvements based on the unique plan form of the Boomerang9. Performance in glide and climbing ability, as well as the top speed, has been improved without sacrificing the level of security required by cross country and competition pilots.

A new profile and brake line layout enable fast and flat turning, with proportionally increasing brake pressure for light and direct handling. This helps the Boomerang9 pilot climb efficiently and easily in thermals without the need to use a lot of brake. The brake handles are attached with a swivel to avoid the brake line twisting in use.

The Boomerang9 features leading edge reinforcements using Rigifoil battens—this ensures the wing is more stable with high performance in all weather conditions.

The total line length has been reduced, which also helps to increase efficiency and performance.

The Boomerang9 is equipped with a highly efficient speed system which provides a higher top speed and an improved sink rate at all speeds. These and other innovations make the Boomerang9 the best glider available within the EN-D and LTF-D certification class.

Manufacturing

All GIN gliders are produced in the company's own facilities using the most modern techniques. Highly skilled staff takes extreme care during the entire manufacturing process. Stringent quality control is made after each step, and all materials that go into each wing can be traced.

These measures guarantee that pilots fly with the assurance that their wing meets the most exacting safety standards.

3. Before you fly

Pre-delivery Inspection

The Boomerang9 is delivered with speed system, rucksack, inner bag, concertina bag, riser cover, compression strap, repair tape and this manual. Your instructor or dealer should have made a test inflation followed by a test flight before delivery.

Speed System

The speed system increases the maximum speed by lowering the angle of attack with a pulley-guided, foot-operated system.

It is important to have your accelerator system correctly routed through your harness and attached to the risers with the supplied Brummel hooks. The length of the speed bar should be initially adjusted while on the ground, sitting in the harness so that the legs are fully extended at the point of full accelerator travel. It is helpful to have an assistant hold the risers taut while making this adjustment.

Subsequent fine-tuning can be done on the ground following the first flight with the speed system. If in doubt about this procedure, consult your instructor or dealer.

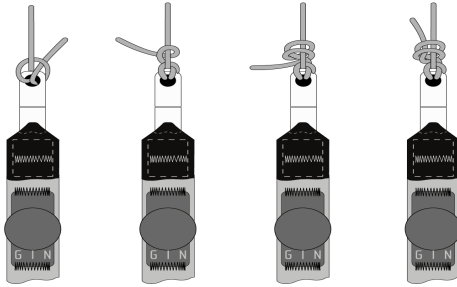
Riser	A1	A2	A3	C
length at trim speed (S, M, L)	48cm	48cm	48cm	48cm
length at full speed (S, M, L)	28cm	33cm	38cm	48cm

Brake line adjustment

The main brake line lengths of the Boomerang9 are the same as on the sample that has been used for the EN/LTF certification test flights. These line lengths have been fine tuned by GIN test pilots, and it should not be necessary to adjust them.

In soaring flight, it is common to fly with half a wrap on the brakes and hold the handles on the knot. However, care should be taken to release the wraps in any extreme situation.

If you do need to make adjustments to suit your harness, body and flying style, we strongly recommend that you test fly the glider with every 2cm of adjustment. There should be a minimum of 10cm of free brake travel when the glider is flown hands-off. This prevents the brakes being applied unintentionally when the speed system is fully engaged. We recommend a double sheepshank or a bowline knot for the brake handle attachment as shown in the diagram.



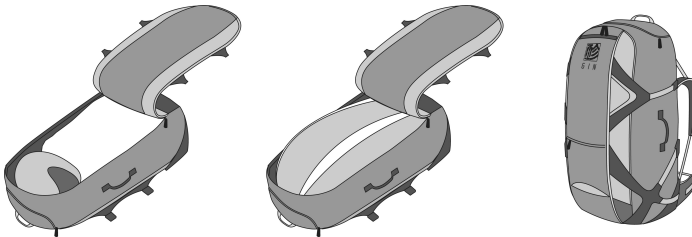
Rucksack

All Gin gliders are delivered with a durable ripstop KODURA® rucksack with 160L capacity. This rucksack has been re-shaped and re-designed for ergonomic carrying comfort and ease of use with the original X-load transfer system, which offers a better distribution of the weight.



The rucksack should be packed carefully to achieve maximum comfort. First, place the glider inside the harness and then put the top of harness in the bottom of the rucksack with the glider side next to the back of the rucksack. Finally, tighten the internal and external compression straps and adjust the shoulder and waist straps to ensure the equipment stays firmly in place when walking. There are also two storage pockets for accessories.

An XXL rucksack is available as an optional extra for pilots that require it.



Your harness

The Boomerang9 is certified for use with all harnesses with variable cross-bracing (GH type). Practically all modern harnesses are GH type harnesses. Older harnesses with fixed cross-bracing (GX type) are not certified and should not be used. Check with the manufacturer of the harness or your paragliding instructor if in doubt whether your harness is a GH or GX type harness.

The adjustment of the harness chest strap controls the distance between karabiners and affects the handling and stability of the glider. Excessive tightening the chest strap increases stability but also the risk of twists following glider collapse, and it also increases the frequency of getting collapses due to poor feedback from the glider. The risk of twisting is also strongly affected by the seating position of pilot. Flying in a laid back (reclined) position makes it much more difficult to react in time to prevent riser twisting. With the chest strap in a more closed

position the glider also has more tendency to maintain a stable spiral, lengthening of the chest strap gives more feedback from the glider but decreases stability.

Gin calculates and draws the plan of the glider with a distance between the carabiners of 44cm. DHV certification test flights are also carried out with this setting. We recommend setting a distance of 42cm to 50cm between the carabiners, depending on the size and design of the harness. There is no need to fly with a tight chest strap setting with the Boomerang9, as there is no tendency for it to feel unstable, unlike older gliders.

Certified Weight Range

The Boomerang9 must be flown within the certified weight range given in the reference section of this manual. The weight range is quoted as the total weight in flight, i.e. the weight of the pilot, glider, harness and accessories. The easiest way to check your total weight is to stand on weighing scales with all your equipment packed into your rucksack.

Pre-flight safety

To fly this equipment you should:

- Have appropriate practical and theoretical training and experience for this class of glider.
- Have the necessary insurance and licences.
- Be in your right mind, unaffected by extreme stress, recreational or prescribed drugs.
- Only fly in conditions suitable for your level of paragliding.
- Wear suitable head protection, use a certified harness and emergency parachute.
- Make a thorough pre-flight check.

4. Flying the Boomerang9

We recommend that you first practice inflating your glider on a small training hill or flat ground. Make your first flights with your new paraglider in gentle conditions on a familiar flying site.

Preparation for launch

Following a consistent method of preparation and pre-flight checks is vital for safe flying. We recommend the following:

On arrival at the flying site, assess the suitability of the conditions: wind speed and direction, airspace, turbulence and thermal cycles.

Inspect your glider, harness, reserve handle and pin, helmet and any other equipment.

Choose a sufficiently large take-off area with even ground and no obstacles.

Lay the glider out according to the plan form, and get the lines and risers sorted out.

Put your helmet on. Secure yourself in your harness and don't forget the leg loops!

Connect the risers to your harness carabiners, ensuring there are no twists or loops around the lines.

Connect the speed system to the risers with the Brummel hooks.

Do a final line check by pulling gently on the risers or lines to ensure there are no new knots, tangles or interfering branches or rocks. Take extra care in nil or light winds.

Pre-flight check list

Reserve parachute: pin in and handle secure.

Helmet and harness buckles closed.

Lines free.

Canopy open and into wind.

Airspace clear.

Take off

The key to a successful launch technique is to practice ground handling on flat ground whenever you can.

Light or Nil Wind Launch

The Boomerang9 inflates steadily in nil-wind conditions. Simply guide the glider by taking the A1 and A2 main lines just above the A1 and A2 riser, keeping your arms bent and hands at the level of the shoulders. Allow your arms to rise in an arc and wait for the glider to inflate and come above your head - do not push the risers. **There is no need to pull the risers hard.** Run positively as the glider comes above your head. Be sure to look up and **check that the canopy is fully inflated before you take-off, and that there are no tangles in the lines.** If any irregularity should occur and you are not yet airborne, abort the launch immediately by stalling the glider. On steep launches, stall one side of the glider and run parallel to the hill.

If the glider should come up sideways, and the situation is recoverable, run towards the lower side rather than trying to struggle against the force.

An impulse launch where you start running with slack lines close to the glider is not needed.

Strong Wind Launch

The reverse launch technique is recommended. Holding the brakes, turn around to face the wing passing one set of risers over your head as you turn. We suggest building a "wall" by partially inflating your glider on the ground, thus sorting out the lines thoroughly. Check the airspace is clear and gently pull the glider up with the A1 and A2 riser. When the glider is overhead, check it gently with the brakes, turn and launch. In stronger winds, be prepared to take a couple of steps towards the glider as it inflates and rises.

Line knots or tangles

If you do take off with a line knot or tangle, try to get clear of the ground and any traffic before taking corrective action. Weight shift and/or counter brake to the opposite side and pump the knotted side with your brake. Be careful not to fly too slowly to avoid a stall or spin. If the knot or tangle is too tight to pump out, immediately fly to the landing zone and land safely.

Best glide

The theoretical best glide speed in calm air is realized at the hands-off position.

Accelerated flight

Once you have become accustomed to flying the Boomerang9, you can practice using the speed system, which allows improved glide in headwinds and greater penetration in strong winds. When flying accelerated the glider is less stable and the risk of a collapse is higher. Also the glider reacts more radically when a collapse happens during accelerated flight compared to flying at trim speed.

Apply the speed system by pushing the speed bar progressively with your feet. Be prepared to control roll by using weight shift and pitch by pulling down the B and C riser or by varying the amount of bar. Keep a very light pressure on the brakes in order to feel the canopy.

Avoid flying accelerated near the ground, and be careful using the accelerator in turbulence.

If you do encounter a collapse while using the accelerator, immediately step off the bar completely before taking any other corrective actions.

Active flying

The Boomerang9 has a high internal pressure and resistance to tucking. However, it is recommended that you always practise an active flying style. This will help you avoid deflations in all but the most turbulent conditions. The key to active piloting is keeping the glider above your head at all times. If it falls back behind you, let up the brakes. If it surges in front of you, counter brake until the surge is controlled. If you sense a loss of pressure on one side of the canopy, smoothly apply brake and/or weight shift on the appropriate side until you feel pressure return. In all cases, maintain adequate airspeed and avoid overreaction.

In turbulence

Deflations of the canopy can occur in strong turbulence. The Boomerang9 will recover with pilot input in almost all situations. Only if the wing surges very fast in front of you should you stop it with the brakes. However, it is recommended that you follow the advice below in order to help the wing recover more rapidly.

Asymmetric deflation

In the event of encountering strong turbulence and suffering an asymmetric deflation (collapse on one side), the Boomerang9 will promptly and easily re-inflate without interference from the pilot, but the wing will turn slightly towards the collapsed side. This might be unwanted close to the ground or other gliders. Maintain your course by weight shifting away from the collapsed side. This action can be aided by applying a little force on the brake opposite to the deflation. This will normally be sufficient for recovery. However, it is sometimes necessary to pump out the deflated side with a firm and smooth pumping motion. Let the glider regain its flying speed after it has re-inflated.

If you have a big collapse - especially when flying accelerated - you must observe the following: When a big collapse happens, due to the difference in weight and inertia of the canopy and pilot, the pilot will continue to travel forward and the canopy will fall behind the pilot, especially when flying accelerated. You must wait until you pendulum back below the canopy before reacting and carefully counter braking the open side of the canopy. If you react too early, you risk stalling the collapsed canopy completely and the following scenario can become uncontrollable.

When you have a big collapse in accelerated flight you must first release the speed bar immediately. Stay neutral with your weight and brake to open side slightly. Let the glider turn, if you have enough space. This is the optimum action to avoid a spin or stall and help your glider to recover as fast as possible.

Symmetric deflation

A symmetric (frontal) deflation will normally reopen promptly by itself without any pilot input. The glider will regain airspeed with a small surge. If counter braking, be careful not to over-correct or to brake too early, when the glider is still behind you - danger of a stall!

Cravat / glider wrapped around lines

A cravat occurs after a severe deflation when the wing tip becomes trapped in the glider lines. It can occur on the Boomerang9, usually after big deflations or in cascading situations. The pilot should be familiar with the procedure for correcting it. On the Boomerang9, there is a separate stabilizer/winglet main line that goes down to the A2 riser. This line usually becomes slack in the event of a cravat. Pull it down completely until it becomes tight and the cravat normally comes out.

Cascade of events

Many reserve deployments are a result of a cascade of over-corrections by the pilot. Please note that over-corrections are often worse than no input at all.

Flat spin

In normal thermal flight, you are very far from the limits of a flat spin. Nevertheless, should this occur, just let up the brakes and wait for the glider to surge forward, checking it with the brakes if it surges too far. Never release the spin if the glider is far back behind you, always try to release it when the glider is above or in front of you!

Full stall, dynamic stall

This is an extreme manoeuvre and there should never be any need to perform one in normal flight.

Do not take wraps with your brakes before entering a full stall. Keep your hands close to your body during the stall, and lock them under your harness seat plate if necessary. In a stable full stall, the canopy will oscillate back and forth. Before releasing the stall, raise your hands slightly and evenly to fill the glider with air. If possible, let the brakes up when the glider is in front of you to avoid excessive surge. The Boomerang9 will slow down the surge on its own, but you may counter brake the dive briefly for comfort if needed and then let up the brakes to regain airspeed. Be careful to not stall the glider again when damping the surge.

Never attempt a stall and then change your mind and release the brakes, as the glider will surge radically.

Deep stall (parachuting, stable stall)

The Boomerang9 does not have a tendency to get into nor stay in a deep stall. Should this nevertheless occur, put your hands on the A risers and push forward to gain speed. On some modern harness/accelerator setups, you can reach the speed bar without using your hands. If so, push the speed bar. Never try to steer out of a deep stall and make sure your brakes are released completely.

Don't touch the brakes when you are in a deep stall, you will risk stalling the wing completely. It is better to hang upright in your harness and prepare for a hard landing, similar to a parachute landing and be ready for a PLF. Don't try to flare before hitting the ground in deep stall!

You can recognise a deep stall by the glider getting "mushy" and the airflow around your ears decreasing. Flying in strong turbulence or exiting a deflation with too much brake applied can cause this situation. A wet glider also has a higher deep stall tendency, and you should do everything you can to avoid flying in the rain. If you do pass through some rain, accelerate a little and never induce a B3 stall in this situation. An out-of-trim glider, caused by changes in line lengths due to prolonged use, may also have a higher deep stall tendency.

Losing altitude

Extremely strong and widespread lift is found, for example, in storm conditions. The best place to be in this situation is on the ground. Nevertheless, if you have been caught out by the weather and find yourself needing to descend rapidly, there are several ways to do so. The best way is, of course, to find sink. Failing that, try one of the techniques below. Most of these techniques place undue stress on your glider, and should be avoided if you want to extend its lifetime. **We recommend you initially practice these manoeuvres under qualified supervision during a safety training course.**

Big ears

Due to the design, big ears is not possible on the Boomerang 9.

B3 descent

To increase your sink rate, first apply a little speed bar (about 20%) and then pull in the (outer) B3 lines simultaneously, firmly and progressively. To exit the manoeuvre, release the tips simultaneously and progressively.

Spiral dive

The spiral dive is an extreme manoeuvre. Practice spiralling with caution and lower sink rates to get a feeling for the Boomerang9's behaviour. Weight shift and pull the brake on one side gradually. Let it accelerate for two turns and you will enter the spiral dive. Once in the spiral, you can control your descent rate and bank angle with weight shift and the outer brake.

WARNING! A pilot who is dehydrated and/or not accustomed to spiralling can lose consciousness in a steep spiral dive! As with all types of aircraft, we advise you to assist the glider to exit from the spiral dive in a controlled manner. To allow the glider to exit from a spiral dive, your position in the harness must either be neutral, or even better, on the opposite site of the turn while spiralling. If you release the inner brake the wing will normally exit the spiral dive by itself. The Boomerang9 has no tendency to stay in a stable spiral, but nevertheless, you should know how to exit from a stable spiral: weightshift actively to the outside of the turn and pull the outer brake until you feel the deceleration of the wing and your body moving towards a more upright position. Then, release the outer brake and let the glider decelerate for one or two more turns. Apply a short brake action on the inside brake just before the glider exits the spiral dive completely. This will burn off the remaining energy and avoid a big pendulum moment after exiting the spiral.

We advise you to limit the sink rate of the spiral to a maximum of 14 m/s. It is possible to reach a much higher sink rate but the risk of blackout or stable spiral increases with higher sink rates.

B-stall

This manoeuvre is not possible with the Boomerang9. For fast descent use a steep spiral or B3 descent as described above.

Steering without brakes

If a brake is not operational for some reason, you can steer the Boomerang9 with the B-risers. Add steering input by weight-shifting in your harness. Be careful not to pull the riser too much, to avoid any possibility of a spin.

Flying in the rain

We strongly advise you not to fly in the rain, especially with Boomerang9.

If you do fly in the rain, be aware that you will have a greater risk of entering a deep stall.

Aerobatics

The Boomerang9 is not designed for aerobatics and in many countries acro flying is forbidden. Besides the inherent risks, extreme manoeuvres of any kind place unnecessary stress on the glider and effectively shorten its lifespan. We strongly recommend no acro flying or unnecessary manoeuvres on the Boomerang9 to avoid weakening your glider and especially its lines!

Landing with the Boomerang9

Select a familiar landing area free of obstacles and carefully note the wind speed and direction in the landing area. The minimum flying speed and big flaring reserve of the Boomerang9 will help you to make a soft landing in all conditions. Approach the landing with sufficient airspeed and don't leave your last turn too late or too steep.

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 for your back even if you have back protection, which is only a passive safety system. Standing up before landing is an active safety system, and is much more effective.

Tow launch

The Boomerang9 is suitable for towing by suitably qualified pilots. The Boomerang9 has no tendencies towards deep stall/parachuting. There is sufficient margin to counter steer the glider in a normal towing situation. Make sure you use proper equipment, experienced personnel, the recommended techniques and all relevant safety precautions for towing.

Motorized flight

The Boomerang9 has not been developed for motorized flight.

5. Care, Maintenance and Repairs

The materials used in the Boomerang9 have been carefully selected for maximum durability and performance. Nevertheless, following the guidelines below will keep your paraglider airworthy and will ensure a long period of continuous safe operation. Excessive wear is caused by careless ground handling and packing, unnecessary exposure to UV light, chemicals, heat and moisture.

Ground handling

The following should be avoided:

- Violent shocks to the upper surface (e.g. when the canopy crashes to the ground leading edge first whilst ground handling).
- Dragging the glider along the ground.
- Stepping on the lines or canopy. The Kevlar line inside the sheath can take lots of pulling force without stretching, but is sensitive to bending with small radius.
- Opening your wing in strong winds without first untangling the lines.

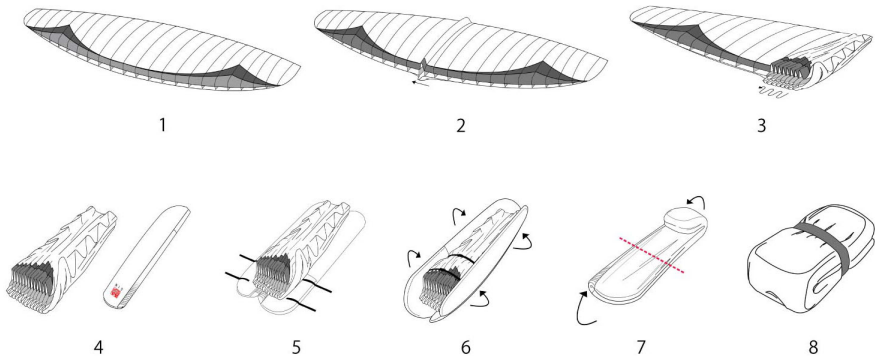
UV damage

Avoid leaving the glider out in the sun unnecessarily. UV rays from the sun degrade paraglider cloth.

Packing instructions

When you pack Boomerang9, it is very important not to bend the Rigifoils.

We recommend you to pack the glider 'accordion wise' as shown in the diagram, in order to preserve the rigidity of the Rigifoils.



When you fold the glider, don't fold on the part of the profile with Rigifoils but fold on the part of profile where there are no Rigifoils.

Since folding the glider weakens the materials, pack the glider as loosely as possible.

Transport and Storage

Moisture is the worst enemy for your glider, adversely affecting the ageing of fabric, lines and reinforcements. The Boomerang9 should therefore be kept dry and cool. Do not pack the glider away for a prolonged period if it is damp, sandy, salty, or if other objects have entered the cells. Always allow it to dry naturally before storage in a dry room. Leave the rucksack zip open whenever possible to allow residual moisture to evaporate, and do not transport or store the glider in the proximity of chemicals such as gasoline, paints or other solvents.

Cleaning

Use only lukewarm water and a soft cloth to clean your wing. Never use any abrasive materials or detergents. Only clean the wing if it is absolutely necessary e.g. after a landing in salt water.

Maintenance Inspections

The Boomerang 9 has to be inspected for a trim check by an authorized Gin agent during the first 12 months.

The Boomerang 9 should be inspected by a qualified professional every 100 hours or every 12 months, whichever comes sooner. Subsequent inspections should be made annually. Inspection must be made not only of the fabric, but also of the lines and all other parts of the glider. The maintenance instructions, available on our homepage www.gingliders.com, have to be observed.

A full inspection will give you peace of mind and extend your glider's lifetime. Additional inspections should be performed by a qualified person following a crash or violent landing on the leading edge, or if you note a deterioration of performance or behaviour.

You should also check for any damage to your lines, sail, risers and connectors before each flight.

We recommend replacing the line set at least every 150 hours

Line trimming

The Boomerang9 is trimmed to give the highest possible level of performance and safety. The aramid lines may shrink or stretch in normal use and particularly after hard shock-reinflations. Pilots should check that the lines remain within tolerance. The Boomerang 9 is certified with the lines trimmed so that the total line length from tab to riser is within 2cm of the values stated in the line-plan. Due to different measuring systems and calibration there is a possibility of a difference in the absolute line lengths. In this case, the measured values should first be corrected to the same base of the Boomerang 9 check sheet data. If the lines are more than 2cm out of tolerance they should be replaced. If the lines are less than 2cm out of tolerance they can be re-trimmed either by taking (or releasing) loops on the maillons or by adding an extended maillon. Contact your dealer or Gin Gliders for details of how to retrim your glider.

Repairs

Very small holes in the sail can be repaired with the sticky back tape provided with your glider. Damaged lines should be replaced by your GIN dealer. Before fitting a replacement line, check it for length against its counterpart on the other side of the wing. When a line has been replaced, always inflate the glider on flat ground to check that everything is in order before flying.

Major repairs, such as replacing panels, should only be carried out by the distributor or manufacturer.

Environmentally friendly disposal of the paraglider

When this paraglider cannot be used any longer after an extended period of time, you must ensure that it will be disposed in an environmentally friendly way. Please observe the existing regulations and laws in your country and do not just put a glider that is not airworthy anymore into a domestic waste bin.

6. Reference

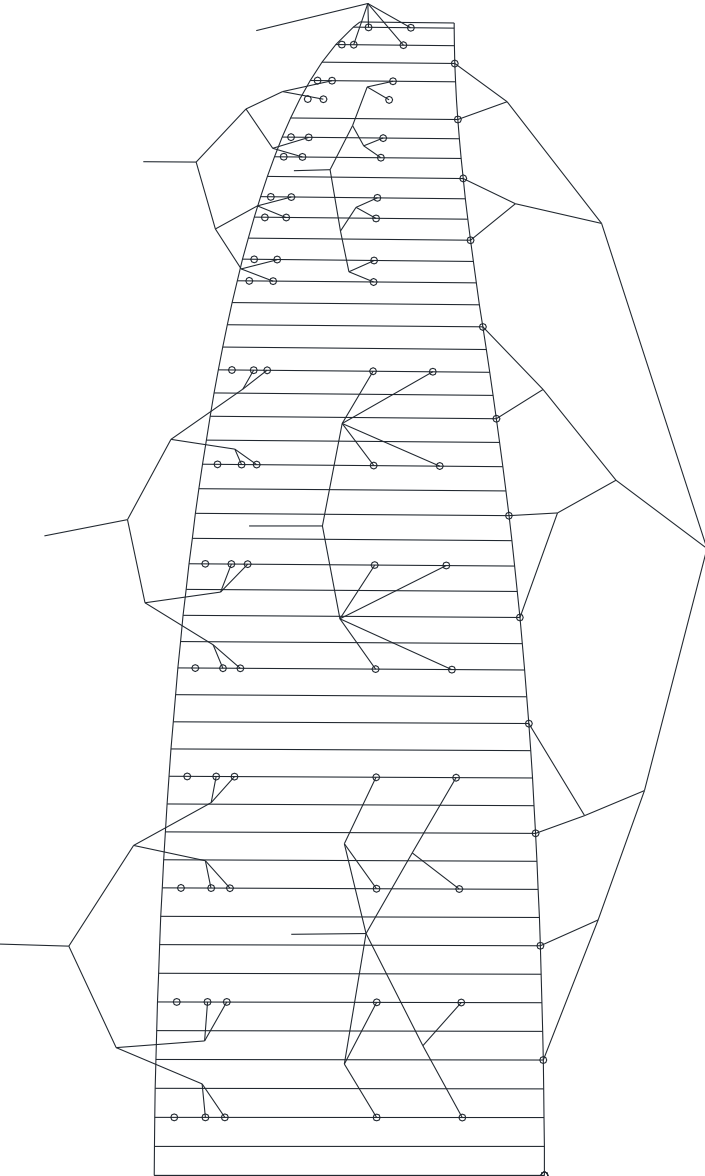
Testing and Certification

The GIN Boomerang9 has passed EN standard D and LTF D. The Boomerang9 has also passed load and shock tests with a load exceeding 8G of the maximum weight in flight.

Technical Data

SIZE		M	
FLAT	AREA	24.38m ²	
	SPAN	12.94	
	A.R	6.87	
PROJECTED	AREA	21.2m ²	
	SPAN	10.23	
	A.R	5.01	
CELL NUMBER		96	
GLIDER WEIGHT (kg)		5.7kg	
WEIGHT IN FLIGHT (kg)		95~115	
Certification		D	

Line Plan



Line lengths

Gin Gliders Inc. -- Line Check Sheet

Serial No.:
Checked by:
Date:

Glider Name: Boomerang 9 M
Revision: 1
Date: 10.07.2013



G I N

Total line length: From carabeener end to canopy including line loops Tolerance 20 mm, Measuring force 5 kg Rtb numbering starts at center of wing

Main table with columns A1, A2, B, C, Brake and sub-columns for Left/Right Measure/Delta and Data.

Riser table with columns for Single Riser Name, Main Line connection, and Trimm.

RESULT Passed Failed

* Accelerated measuring between pulley-axle

Materials

Model		Boomerang9
Fabric of Canopy	Top	Skytex 9017 E77A/68A
	Bottom	Skytex 70032E3X, 9017 E77A
	Profile	Loaded Rib : Skytex 9017 E29A Non Loaded Rib : Skytex 70032E4D
	Diagonal	Skytex 9017 E29A
	Bridle	Nylon 12mm
Suspension Line		Edelrid 8000-360/200/160/120/080/065/045
Riser		Cousin Kevlar 12mm
Maillons		Stainless steel 3.0Ø
Thread		Amann & Söhne - Mill Faden150D/3 Polyester bonded

Every effort has been made to ensure that the information in this manual is correct, but please remember that it has been produced for guidance only. It should not be used as a "how to fly" manual. This owner's manual is subject to changes without prior notice. Please check www.gingliders.com for the latest information regarding the Boomerang9 and other GIN products.

WARNING:

All gliders have to be inflated on a flat ground before the first flight. The first flight has to be done by the Gin Gliders official dealer before delivery to the final pilot.

Paragliding is an extremely dangerous activity that can and sometimes does result in serious injury or death.

The designer, manufacturer, distributor, wholesaler and retailer cannot and will not guarantee your safety when using this equipment or accept responsibility for any damage, injury or death as a result of the use of this equipment. This paragliding equipment should only be used by qualified and competent pilots or by pilots under the direct supervision of a competent and qualified paragliding instructor.

You alone must take full responsibility to ensure that you understand the correct and safe use of this paragliding equipment, to use it only for the purpose for which it is designed, and to practice all proper safety procedures before and during use.

Paragliders require careful and constant care.

Over time, age, solar radiation, dirt, dust, grease, water, wind, stress and other variables will degrade the materials, performance and safety of the glider, thereby increasing the risk of injury or death.

Read and make sure you fully understand the owner's manual of this paraglider before you fly.

Always wear a helmet and protective clothing when flying a paraglider.