

| GIN GTO 3 L  |   |   |
|--|---|---|
| Type designation   | GIN GTO 3 L   |   |
| Type test reference no   | DHV GS-01-2912-25   |   |
| Holder of certification  | GIN Gliders Inc.  |   |
| Manufacturer   | GIN Gliders Inc.  |   |
| Classification   | C   |   |
| Winch towing   | Yes   |   |
| Number of seats min / max  | 1 / 1   |   |
| Accelerator  | Yes   |   |
| Trimmers   | No  |   |
| <b>BEHAVIOUR AT MIN WEIGHT IN FLIGHT (100KG)</b>                                 |   |   |
| <b>BEHAVIOUR AT MAX WEIGHT IN FLIGHT (115KG)</b>                                 |   |   |
| Test pilots  |  |  |
|  | <b>Harald Buntz</b>   | <b>Mario Eder</b>   |
|  | No release  | No release  |
| Inflation/take-off   | :B  |   |
| Rising behaviour   | Easy rising, some pilot correction is required                                    | Easy rising, some pilot correction is required                                    |
| Special take off technique required  | No  |   |
| Landing  | :A  |   |
| Special landing technique required   | No  |   |
| Speeds in straight flight  | :B  |   |
| Trim speed more than 30 km/h   | Yes   |   |
| Speed range using the controls larger than 10 km/h                               | Yes   |   |
| Minimum speed  | 25 km/h to 30 km/h  |   |
| Control movement   | :C  |   |
| Symmetric control pressure   | Increasing  | Increasing  |
| Symmetric control travel   | 45 cm to 60 cm  | 50 cm to 65 cm  |
| Pitch stability exiting accelerated flight                                       | :A  |   |
| Dive forward angle on exit   | Dive forward less than 30°  |   |
| Collapse occurs  | No  |   |
| Pitch stability operating controls during accelerated flight                     | :A  |   |
| Collapse occurs  | No  |   |
| Roll stability and damping   | :A  |   |
| Oscillations   | Reducing  |   |
| Stability in gentle spirals  | :A  |   |
| Tendency to return to straight flight  | Spontaneous exit  |   |
| Behaviour exiting a fully developed spiral dive                                  | :C  |   |
| Initial response of glider (first 180°)  | en : keine unmittelbare Reaktion  | en : keine unmittelbare Reaktion  |
| Tendency to return to straight flight  | Spontaneous exit (g force decreasing, rate of turn decreasing)                    | Spontaneous exit (g force decreasing, rate of turn decreasing)                    |
| Turn angle to recover normal flight  | en : 1080° bis 1440°, selbstständige Rückkehr in den Normalflug                   | en : 1080° bis 1440°, selbstständige Rückkehr in den Normalflug                   |
| Symmetric front collapse   | :C  |   |
| Entry  | Rocking back less than 45°  |   |
| Recovery   | Spontaneous in less than 3 s  |   |
| Dive forward angle on exit   | Dive forward 0° to 30°  |   |
| Change of course   | Keeping course  |   |
| Cascade occurs   | No  |   |
| Folding lines used   | yes   |   |
| Unaccelerated collapse (at least 50 % chord)                                     | :C  |   |
| Entry  | Rocking back less than 45°  |   |
| Recovery   | Spontaneous in less than 3 s  |   |
| Dive forward angle on exit   | Dive forward 0° to 30°  |   |
| Change of course   | Keeping course  |   |
| Cascade occurs   | No  |   |
| Folding lines used   | yes   |   |
| Accelerated collapse (at least 50 % chord)                                       | :C  |   |
| Entry  | Rocking back less than 45°  |   |
| Recovery   | Spontaneous in less than 3 s  |   |
| Dive forward angle on exit   | Dive forward 30° to 60°   |   |
| Change of course   | Entering a turn of less than 90°  |   |
| Cascade occurs   | No  |   |
| Folding lines used   | yes   |   |
| Exiting deep stall (parachutal stall)  | :B  |   |
| Deep stall achieved  | Yes   |   |
| Recovery   | Spontaneous in less than 3 s  |   |
| Dive forward angle on exit   | Dive forward 30° to 60°   |   |
| Change of course   | Changing course less than 45°   |   |
| Cascade occurs   | No  |   |
| High angle of attack recovery  | :A  |   |
| Recovery   | Spontaneous in less than 3 s  |   |
| Cascade occurs   | No  |   |
| Recovery from a developed full stall   | :B  |   |
| Dive forward angle on exit   | Dive forward 30° to 60°   |   |
| Collapse   | No collapse   |   |
| Cascade occurs (other than collapses)  | No  |   |
| Rocking back   | Less than 45°   |   |
| Line tension   | Most lines tight  |   |
| Small asymmetric collapse  | :C  |   |
| Change of course until re-inflation  | Less than 90°   |   |
| Maximum dive forward or roll angle   | Dive or roll angle 15° to 45°   |   |
| Re-inflation behaviour   | Inflates in less than 3 s from start of pilot action                              |   |
| Total change of course   | Less than 360°  |   |
| Collapse on the opposite side occurs   | No (or only a small number of collapsed cells with a spontaneous re inflation)    |   |
| Twist occurs   | No  |   |
| Cascade occurs   | No  |   |
| Folding lines used   | yes   |   |
| Large asymmetric collapse  | :C  |   |
| Change of course until re-inflation  | 90° to 180°   |   |
| Maximum dive forward or roll angle   | Dive or roll angle 15° to 45°   |   |
| Re-inflation behaviour   | Inflates in less than 3 s from start of pilot action                              |   |
| Total change of course   | Less than 360°  |   |
| Collapse on the opposite side occurs   | No (or only a small number of collapsed cells with a spontaneous re inflation)    |   |
| Twist occurs   | No  |   |
| Cascade occurs   | No  |   |
| Folding lines used   | yes   |   |
| Small asymmetric collapse accelerated  | :C  |   |
| Change of course until re-inflation  | 90° to 180°   |   |
| Maximum dive forward or roll angle   | Dive or roll angle 15° to 45°   |   |
| Re-inflation behaviour   | Inflates in less than 3 s from start of pilot action                              |   |
| Total change of course   | Less than 360°  |   |
| Collapse on the opposite side occurs   | No (or only a small number of collapsed cells with a spontaneous re inflation)    |   |
| Twist occurs   | No  |   |
| Cascade occurs   | No  |   |
| Folding lines used   | yes   |   |
| Large asymmetric collapse accelerated  | :C  |   |
| Change of course until re-inflation  | Less than 90°   |   |
| Maximum dive forward or roll angle   | Dive or roll angle 45° to 60°   |   |
| Re-inflation behaviour   | Inflates in less than 3 s from start of pilot action                              |   |
| Total change of course   | Less than 360°  |   |
| Collapse on the opposite side occurs   | No (or only a small number of collapsed cells with a spontaneous re inflation)    |   |
| Twist occurs   | No  |   |
| Cascade occurs   | No  |   |
| Folding lines used   | yes   |   |
| Directional control with a maintained asymmetric collapse                        | :A  |   |
| Able to keep course  | Yes   |   |
| 180° turn away from the collapsed side possible in 10 s                          | Yes   |   |
| Amount of control range between turn and stall or spin                           | More than 50 % of the symmetric control travel                                    |   |
| Trim speed spin tendency   | :A  |   |
| Spin occurs  | No  |   |
| Low speed spin tendency  | :A  |   |
| Spin occurs  | No  |   |
| Recovery from a developed spin   | :B  |   |
| Spin rotation angle after release  | Stops spinning in 90° to 180°   |   |
| Cascade occurs   | No  |   |
| B-line stall   | Not carried out because the manoeuvre is excluded in the user's manual            |   |
| Big ears   | :B  |   |
| Entry procedure  | Standard technique  |   |
| Behaviour during big ears  | Stable flight   |   |
| Recovery   | Recovery through pilot action in less than a further 3 s                          |   |
| Dive forward angle on exit   | Dive forward 0° to 30°  |   |
| Big ears in accelerated flight   | :B  |   |
| Entry procedure  | Standard technique  |   |
| Behaviour during big ears  | Stable flight   |   |
| Recovery   | Recovery through pilot action in less than a further 3 s                          |   |
| Dive forward angle on exit   | Dive forward 0° to 30°  |   |
| Behaviour immediately after releasing the accelerator while maintaining big ears | Stable flight   |   |
| Alternative means of directional control   | :A  |   |
| 180° turn achievable in 20 s   | Yes   |   |
| Stall or spin occurs   | No  |   |
| Any other flight procedure and/or configuration described in the user's manual   | No other flight procedure or configuration described in the user's manual         |   |