


DHV TESTREPORT EN926-2:2014

GIN YETI 5 21

Type designation	GIN Yeti 5 21
Type test reference no	DHV GS-01-2554-20
Holder of certification	GIN Gliders Inc.
Manufacturer	GIN Gliders Inc.
Classification	A
Winch towing	Yes
Number of seats min / max	1 / 1
Accelerator	Yes
Trimmers	No



	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (50KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (90KG)
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	Test pilots	Dayeom Lee		Harald Buntz
	Expert	Josef Bauer		
		No release		No release
Inflation/take-off		A		A
	Rising behaviour	Smooth, easy and constant rising		Smooth, easy and constant rising
	Special take off technique required	No		No
Landing		A		A
	Special landing technique required	No		No
Speeds in straight flight		A		A
	Trim speed more than 30 km/h	Yes		Yes
	Speed range using the controls larger than 10 km/h	Yes		Yes
	Minimum speed	Less than 25 km/h		Less than 25 km/h
Control movement		A		A
	Symmetric control pressure	Increasing		Increasing
	Symmetric control travel	Greater than 55 cm		Greater than 60 cm
Pitch stability exiting accelerated flight		A		A
	Dive forward angle on exit	Dive forward less than 30°		Dive forward less than 30°
	Collapse occurs	No		No
Pitch stability operating controls during accelerated flight		A		A
	Collapse occurs	No		No
Roll stability and damping		A		A
	Oscillations	Reducing		Reducing
Stability in gentle spirals		A		A
	Tendency to return to straight flight	Spontaneous exit		Spontaneous exit
en : Verhalten beim Verlassen einer vollständigen Steilschleife		A		A
	en : Erstes Ansprechen des Gleitschirms (die ersten 180°)	en : unmittelbare Verringerung der Drehgeschwindigkeit		en : unmittelbare Verringerung der Drehgeschwindigkeit
	Tendency to return to straight flight	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)		en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery		Less than 720°, spontaneous recovery
Symmetric front collapse		A		A
	Entry	Rocking back less than 45°		Rocking back less than 45°
	Recovery	Spontaneous in less than 3 s		Spontaneous in less than 3 s
	Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°
	Change of course	Keeping course		Keeping course
	Cascade occurs	No		No
	en : Faltleinen wurden benutzt	no		no
en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe		A		A
	Entry	Rocking back less than 45°		Rocking back less than 45°
	Recovery	Spontaneous in less than 3 s		Spontaneous in less than 3 s
	Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°
	Change of course	Keeping course		Keeping course
	Cascade occurs	No		No
	en : Faltleinen wurden benutzt	no		no
en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe		A		A
	Entry	Rocking back less than 45°		Rocking back less than 45°
	Recovery	Spontaneous in less than 3 s		Spontaneous in less than 3 s
	Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°
	Change of course	Keeping course		Keeping course
	Cascade occurs	No		No
	en : Faltleinen wurden benutzt	no		no
Exiting deep stall (parachutal stall)		A		A
	Deep stall achieved	Yes		Yes
	Recovery	Spontaneous in less than 3 s		Spontaneous in less than 3 s
	Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°
	Change of course	Changing course less than 45°		Changing course less than 45°
	Cascade occurs	No		No
High angle of attack recovery		A		A
	Recovery	Spontaneous in less than 3 s		Spontaneous in less than 3 s
	Cascade occurs	No		No
Recovery from a developed full stall		A		A
	Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°
	Collapse	No collapse		No collapse
	Cascade occurs (other than collapses)	No		No
	Rocking back	Less than 45°		Less than 45°
	Line tension	Most lines tight		Most lines tight
en : Kleiner einseitiger Klapper		A		A
	Change of course until re-inflation	Less than 90°		Less than 90°
	Maximum dive forward or roll angle	Dive or roll angle 0° to 15°		Dive or roll angle 0° to 15°
	Re-inflation behaviour	Spontaneous re-inflation		Spontaneous re-inflation
	Total change of course	Less than 360°		Less than 360°
	Collapse on the opposite side occurs	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)		en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
	Twist occurs	No		No
	Cascade occurs	No		No
	en : Faltleinen wurden benutzt	no		no
en : Großer einseitiger Klapper		A		A
	Change of course until re-inflation	Less than 90°		Less than 90°
	Maximum dive forward or roll angle	Dive or roll angle 0° to 15°		Dive or roll angle 0° to 15°
	Re-inflation behaviour	Spontaneous re-inflation		Spontaneous re-inflation
	Total change of course	Less than 360°		Less than 360°
	Collapse on the opposite side occurs	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)		en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
	Twist occurs	No		No
	Cascade occurs	No		No
	en : Faltleinen wurden benutzt	no		no
en : Kleiner einseitiger Klapper im beschleunigten Flug		A		A
	Change of course until re-inflation	Less than 90°		Less than 90°
	Maximum dive forward or roll angle	Dive or roll angle 0° to 15°		Dive or roll angle 0° to 15°
	Re-inflation behaviour	Spontaneous re-inflation		Spontaneous re-inflation
	Total change of course	Less than 360°		Less than 360°
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	Twist occurs	No		No
	Cascade occurs	No		No
	en : Faltleinen wurden benutzt	no		no
en : Großer einseitiger Klapper im beschleunigten Flug		A		A
	Change of course until re-inflation	Less than 90°		Less than 90°
	Maximum dive forward or roll angle	Dive or roll angle 0° to 15°		Dive or roll angle 0° to 15°
	Re-inflation behaviour	Spontaneous re-inflation		Spontaneous re-inflation
	Total change of course	Less than 360°		Less than 360°
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	Twist occurs	No		No
	Cascade occurs	No		No
	en : Faltleinen wurden benutzt	no		no
Directional control with a maintained asymmetric collapse		A		A
	Able to keep course	Yes		Yes
	180° turn away from the collapsed side possible in 10 s	Yes		Yes
	Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel		More than 50 % of the symmetric control travel
Trim speed spin tendency		A		A
	Spin occurs	No		No
Low speed spin tendency		A		A
	Spin occurs	No		No
Recovery from a developed spin		A		A
	Spin rotation angle after release	Stops spinning in less than 90°		Stops spinning in less than 90°
	Cascade occurs	No		No
B-line stall		A		A
	Change of course before release	Changing course less than 45°		Changing course less than 45°
	Behaviour before release	Remains stable with straight span		Remains stable with straight span
	Recovery	Spontaneous in less than 3 s		Spontaneous in less than 3 s
	Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°
	Cascade occurs	No		No
Big ears		A		A
	Entry procedure	Dedicated controls		Dedicated controls
	Behaviour during big ears	Stable flight		Stable flight
	Recovery	Spontaneous in less than 3 s		Spontaneous in less than 3 s
	Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°
Big ears in accelerated flight		A		A
	Entry procedure	Dedicated controls		Dedicated controls
	Behaviour during big ears	Stable flight		Stable flight
	Recovery	Spontaneous in less than 3 s		Spontaneous in less than 3 s
	Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°
	Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight		Stable flight
Alternative means of directional control		A		A
	180° turn achievable in 20 s	Yes		Yes
	Stall or spin occurs	No		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			