



DHV-tested Equipment

Flying Equipment Database

Manufacturers / Dealers

Flying Schools

Clubs

DHV Databases

TECHNICAL DATA

DHV TESTREPORT LTF

DATASHEET

PARTS LIST

OPERATING INSTRUCTION

PRINT



DHV TESTREPORT EN926-2:2014

**GIN BONANZA2 XXS**

**Type designation** GIN Bonanza2 XXS

**Type test reference no** DHV GS-01-2378-18

**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

**BEHAVIOUR AT MIN WEIGHT IN FLIGHT (60KG)**

**BEHAVIOUR AT MAX WEIGHT IN FLIGHT (75KG)**

Test pilots



Nicole Fedele



Beni Stocker

Expert Harald Buntz

No release

No release

**Inflation/take-off**

**B**

**B**

**Rising behaviour** en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich

en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich

**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 55 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 Steilspirale**

**A**

**B**

**en : Erstes Ansprechen des Gleitschirms (die ersten 180°)** en : unmittelbare Verringerung der Drehgeschwindigkeit

en : keine unmittelbare Reaktion

**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

<u>Symmetric front collapse</u>	<b>B</b>	<b>B</b>
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 30° to 60°		Dive forward 30° to 60°
<b>Change of course</b> Keeping course		Entering a turn of less than 90°
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe</u>	<b>B</b>	<b>B</b>
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in 3 s to 5 s		Spontaneous in 3 s to 5 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 30° to 60°
<b>Change of course</b> Entering a turn of less than 90°		Entering a turn of less than 90°
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe</u>	<b>B</b>	<b>B</b>
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in 3 s to 5 s		Spontaneous in 3 s to 5 s
<b>Dive forward angle on exit</b> Dive forward 30° to 60°		Dive forward 30° to 60°
<b>Change of course</b> Entering a turn of less than 90°		Entering a turn of less than 90°
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>Exiting deep stall (parachutal stall)</u>	<b>A</b>	<b>A</b>
<b>Deep stall achieved</b> Yes		Yes
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Changing course less than 45°		Changing course less than 45°
<b>Cascade occurs</b> No		No
<u>High angle of attack recovery</u>	<b>A</b>	<b>A</b>
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Cascade occurs</b> No		No
<u>Recovery from a developed full stall</u>	<b>C</b>	<b>C</b>
<b>Dive forward angle on exit</b> Dive forward 30° to 60°		Dive forward 60° to 90°
<b>Collapse</b> No collapse		No collapse
<b>Cascade occurs (other than collapses)</b> No		No
<b>Rocking back</b> Greater than 45°		Greater than 45°
<b>Line tension</b> Most lines tight		Most lines tight
<u>en : Kleiner einseitiger Klapper</u>	<b>A</b>	<b>A</b>
<b>Change of course until re-inflation</b> Less than 90°		Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> 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)
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Großer einseitiger Klapper</u>	<b>C</b>	<b>C</b>
<b>Change of course until re-inflation</b> 180° to 360°		180° to 360°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Inflates in less than 3 s from start of pilot action
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> Yes, no turn reversal		Yes, no turn reversal
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Kleiner einseitiger Klapper im beschleunigten Flug</u>	<b>B</b>	<b>B</b>
<b>Change of course until re-inflation</b> 90° to 180°		90° to 180°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> 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)
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Großer einseitiger Klapper im</u>		

<u>beschleunigten Flug</u>	C	C
<b>Change of course until re-inflation</b>	180° to 360°	180° to 360°
<b>Maximum dive forward or roll angle</b>	Dive or roll angle 15° to 45°	Dive or roll angle 45° to 60°
<b>Re-inflation behaviour</b>	Spontaneous re-inflation	Inflates in less than 3 s from start of pilot action
<b>Total change of course</b>	Less than 360°	Less than 360°
<b>Collapse on the opposite side occurs</b>	Yes, no turn reversal	Yes, no turn reversal
<b>Twist occurs</b>	No	No
<b>Cascade occurs</b>	No	No
<b>en : Faltleinen wurden benutzt</b>	no	no
<u>Directional control with a maintained asymmetric collapse</u>	A	A
<b>Able to keep course</b>	Yes	Yes
<b>180° turn away from the collapsed side possible in 10 s</b>	Yes	Yes
<b>Amount of control range between turn and stall or spin</b>	More than 50 % of the symmetric control travel	More than 50 % of the symmetric control travel
<u>Trim speed spin tendency</u>	A	A
<b>Spin occurs</b>	No	No
<u>Low speed spin tendency</u>	A	A
<b>Spin occurs</b>	No	No
<u>Recovery from a developed spin</u>	B	B
<b>Spin rotation angle after release</b>	Stops spinning in 90° to 180°	Stops spinning in 90° to 180°
<b>Cascade occurs</b>	No	No
<u>B-line stall</u>	A	A
<b>Change of course before release</b>	Changing course less than 45°	Changing course less than 45°
<b>Behaviour before release</b>	Remains stable with straight span	Remains stable with straight span
<b>Recovery</b>	Spontaneous in less than 3 s	Spontaneous in less than 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Cascade occurs</b>	No	No
<u>Big ears</u>	B	B
<b>Entry procedure</b>	Dedicated controls	Standard technique
<b>Behaviour during big ears</b>	Stable flight	Stable flight
<b>Recovery</b>	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<u>Big ears in accelerated flight</u>	B	B
<b>Entry procedure</b>	Dedicated controls	Standard technique
<b>Behaviour during big ears</b>	Stable flight	Stable flight
<b>Recovery</b>	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Behaviour immediately after releasing the accelerator while maintaining big ears</b>	Stable flight	Stable flight
<u>Alternative means of directional control</u>	A	A
<b>180° turn achievable in 20 s</b>	Yes	Yes
<b>Stall or spin occurs</b>	No	No
<u>Any other flight procedure and/or configuration described in the user's manual</u>		
No other flight procedure or configuration described in the user's manual		