



GIN CAMINO 2 S		
Type designation	GIN Camino 2 S	
Type test reference no	DHV GS-01-2895-24	
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 (85KG)		BEHAVIOUR AT MAX WEIGHT IN FLIGHT (100KG)
Test pilots		
	Josef Bauer	Mario Eder
	No release	No release
Inflation/take-off	B	B
Rising behaviour	Easy rising, some pilot correction is required	
Special take off technique required	No	
Landing	A	A
Special landing technique required	No	
Speeds in straight flight	A	B
Trim speed more than 30 km/h	Yes	
Speed range using the controls larger than 10 km/h	Yes	
Minimum speed	Less than 25 km/h	
Control movement	C	C
Symmetric control pressure	Increasing	
Symmetric control travel	45 cm to 60 cm	
Pitch stability exiting accelerated flight	A	A
Dive forward angle on exit	Dive forward less than 30°	
Collapse occurs	No	
Pitch stability operating controls during accelerated flight	A	A
Collapse occurs	No	
Roll stability and damping	A	A
Oscillations	Reducing	
Stability in gentle spirals	A	A
Tendency to return to straight flight	Spontaneous exit	
Behaviour exiting a fully developed spiral dive	A	A
Initial response of glider (first 180°)	Immediate reduction of rate of turn	
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	
Symmetric front collapse	C	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	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	Keeping course	
Cascade occurs	No	
Folding lines used	yes	
Accelerated collapse (at least 50 % chord)	C	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	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	A
Recovery	Spontaneous in less than 3 s	
Cascade occurs	No	
Recovery from a developed full stall	B	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	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	Spontaneous re-inflation	
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	C
Change of course until re-inflation	90° to 180°	
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°	
Re-inflation behaviour	Spontaneous re-inflation	
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	C
Change of course until re-inflation	90° to 180°	
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°	
Re-inflation behaviour	Spontaneous re-inflation	
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	C
Change of course until re-inflation	90° to 180°	
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°	
Re-inflation behaviour	Spontaneous re-inflation	
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	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	A
Spin occurs	No	
Low speed spin tendency	A	A
Spin occurs	No	
Recovery from a developed spin	A	A
Spin rotation angle after release	Stops spinning in less than 90°	
Cascade occurs	No	
B-line stall		
Not carried out because the manoeuvre is excluded in the user's manual		
Big ears	B	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	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	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		
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