DHV TESTREPORT EN 926-2:2013+A1:2021

Type designation  Type test reference no  Holder of certification	DHV GS-01-2895-24	All the same of th
Holder of certification  Manufacturer  Classification	GIN Gliders Inc.	
Winch towing  Number of seats min / max	Yes	
Accelerator  Trimmers	Yes	
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (85KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (100KG)
Test pilots		
	Josef Bauer No release	Mario Eder No release
<del></del>	Easy rising, some pilot correction is	Easy rising, some pilot correction is
Special take off technique required	required No	required No
Landing Special landing technique required	No	No No
	<b>A</b>	B
Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h	Yes	Yes Yes
	Less than 25 km/h	25 km/h to 30 km/h
Symmetric control pressure Symmetric control travel	Increasing	Increasing 45 cm to 60 cm
Pitch stability exiting accelerated flight	A	A
Dive forward angle on exit  Collapse occurs		Dive forward less than 30° No
Pitch stability operating controls during accelerated flight	A	A
Collapse occurs  Roll stability and damping	No A	No A
Oscillations	<u> </u>	Reducing
Stability in gentle spirals  Tendency to return to straight flight	Spontaneous exit	Spontaneous exit
Behaviour exiting a fully developed spiral dive  Initial response of glider (first 180°)  Tendency to return to straight flight	Immediate reduction of rate of turn	Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
	c Rocking back less than 45°	Rocking back less than 45°
Dive forward angle on exit		Spontaneous in less than 3 s Dive forward 0° to 30°
Change of course Cascade occurs Folding lines used	No	Keeping course No yes
Unaccelerated collapse (at least 50 % chord)	<del></del>	c
	Rocking back less than 45°  Spontaneous in less than 3 s  Dive forward 30° to 60°	Rocking back less than 45°  Spontaneous in less than 3 s  Dive forward 30° to 60°
Change of course Cascade occurs	Keeping course No	Keeping course No
Folding lines used  Accelerated collapse (at least 50 % chord)	yes   <b>C</b>	yes
Entry	Rocking back less than 45° Spontaneous in less than 3 s	Rocking back less than 45° Spontaneous in less than 3 s
Dive forward angle on exit  Change of course  Cascade occurs	Entering a turn of less than 90°	Dive forward 30° to 60°  Entering a turn of less than 90°  No
Folding lines used		yes
Deep stall achieved		Yes
Dive forward angle on exit	Spontaneous in less than 3 s Dive forward 30° to 60° Changing course less than 45°	Spontaneous in less than 3 s Dive forward 30° to 60° Changing course less than 45°
Recovery	A Spontaneous in less than 3 s	No  Spontaneous in less than 3 s
Cascade occurs  Recovery from a developed full stall	No	No
Dive forward angle on exit Collapse	Dive forward 30° to 60° No collapse	Dive forward 30° to 60° No collapse
Cascade occurs (other than collapses)  Rocking back		No Less than 45° Most lines tight
	C Intestignt	C Les tignt
Change of course until re-inflation  Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Less than 90° Dive or roll angle 15° to 45°
Re-inflation behaviour  Total change of course  Collapse on the opposite side occurs		Spontaneous re-inflation Less than 360° No (or only a small number of
Twist occurs	cells with a spontaneous re inflation)	collapsed cells with a spontaneous re inflation)
Cascade occurs Folding lines used	No	No yes
· · · · · · · · · · · · · · · · · · ·	00° to 180°	C 90° to 180°
Change of course until re-inflation  Maximum dive forward or roll angle  Re-inflation behaviour		90° to 180°  Dive or roll angle 45° to 60°  Spontaneous re-inflation
Total change of course  Collapse on the opposite side occurs	Less than 360°	Less than 360°  No (or only a small number of collapsed cells with a spontaneous
Twist occurs Cascade occurs		re inflation) No No
Folding lines used		yes
Change of course until re-inflation  Maximum dive forward or roll angle		90° to 180° Dive or roll angle 45° to 60°
	Spontaneous re-inflation	Spontaneous re-inflation Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs  Cascade occurs  Folding lines used	No	No No
Folding lines used <u>Large asymmetric collapse accelerated</u>	yes   <b>C</b>	yes
Change of course until re-inflation  Maximum dive forward or roll angle	Dive or roll angle 45° to 60°	90° to 180°  Dive or roll angle 45° to 60°  Spontaneous ro-inflation
Re-inflation behaviour  Total change of course  Collapse on the opposite side occurs	No (or only a small number of collapsed	Spontaneous re-inflation  Less than 360°  No (or only a small number of
	cells with a spontaneous re inflation)	collapsed cells with a spontaneous re inflation)
Twist occurs		No yes
Twist occurs  Cascade occurs  Folding lines used	yes	
Cascade occurs	yes 	A
Cascade occurs Folding lines used  Directional control with a maintained asymmetric collapse  Able to keep course  180° turn away from the collapsed side	Yes Yes	Yes Yes
Cascade occurs Folding lines used  Directional control with a maintained asymmetric collapse  Able to keep course	Yes Yes More than 50 % of the symmetric control	Yes Yes
Cascade occurs Folding lines used  Directional control with a maintained asymmetric collapse  Able to keep course  180° turn away from the collapsed side possible in 10 s  Amount of control range between turn and stall or spin	Yes Yes More than 50 % of the symmetric control travel	Yes Yes More than 50 % of the symmetric control travel
Cascade occurs Folding lines used  Directional control with a maintained asymmetric collapse  Able to keep course  180° turn away from the collapsed side possible in 10 s  Amount of control range between turn and stall or spin  Trim speed spin tendency  Spin occurs	Yes Yes More than 50 % of the symmetric control travel	Yes Yes  More than 50 % of the symmetric control travel
Cascade occurs Folding lines used  Directional control with a maintained asymmetric collapse  Able to keep course  180° turn away from the collapsed side possible in 10 s  Amount of control range between turn and stall or spin  Trim speed spin tendency  Spin occurs  Low speed spin tendency  Spin occurs	Yes Yes More than 50 % of the symmetric control travel  A No No	Yes Yes  More than 50 % of the symmetric control travel  A  No  No
Cascade occurs Folding lines used  Directional control with a maintained asymmetric collapse  Able to keep course  180° turn away from the collapsed side possible in 10 s  Amount of control range between turn and stall or spin  Trim speed spin tendency  Spin occurs  Low speed spin tendency  Spin occurs  Recovery from a developed spin  Spin rotation angle after release	Yes Yes More than 50 % of the symmetric control travel  A No  A Stops spinning in less than 90°	Yes Yes  More than 50 % of the symmetric control travel  A  No
Cascade occurs Folding lines used  Directional control with a maintained asymmetric collapse  Able to keep course  180° turn away from the collapsed side possible in 10 s  Amount of control range between turn and stall or spin  Trim speed spin tendency  Spin occurs  Low speed spin tendency  Spin occurs  Recovery from a developed spin	Yes Yes More than 50 % of the symmetric control travel  A No  A Stops spinning in less than 90°	Yes Yes  More than 50 % of the symmetric control travel  A  No  A  Stops spinning in less than 90°
Cascade occurs Folding lines used  Directional control with a maintained asymmetric collapse  Able to keep course  180° turn away from the collapsed side possible in 10 s  Amount of control range between turn and stall or spin  Trim speed spin tendency  Spin occurs  Low speed spin tendency  Spin occurs  Recovery from a developed spin  Spin rotation angle after release Cascade occurs  B-line stall  Not carried out because the manoeuvre is excluded in	Yes Yes  More than 50 % of the symmetric control travel  A  No  A  Stops spinning in less than 90°  No  in the user's manual	Yes Yes  More than 50 % of the symmetric control travel  A  No  A  Stops spinning in less than 90°  No
Cascade occurs Folding lines used  Directional control with a maintained asymmetric collapse  Able to keep course  180° turn away from the collapsed side possible in 10 s  Amount of control range between turn and stall or spin  Trim speed spin tendency  Spin occurs  Low speed spin tendency  Spin occurs  Recovery from a developed spin  Spin rotation angle after release Cascade occurs  B-line stall  Not carried out because the manoeuvre is excluded is	Yes Yes More than 50 % of the symmetric control travel  A No A No A Stops spinning in less than 90° No in the user's manual  B Standard technique	Yes Yes  More than 50 % of the symmetric control travel  A  No  A  Stops spinning in less than 90°

**Entry procedure** Standard technique Standard technique Behaviour during big ears Stable flight Stable flight **Recovery** Recovery through pilot action in less than Recovery through pilot action in less a further 3 s than a further 3 s **Dive forward angle on exit** Dive forward 0° to 30° Dive forward 0° to 30° Behaviour immediately after releasing the Stable flight accelerator while maintaining big ears Stable flight Alternative means of directional control Α

**Dive forward angle on exit** Dive forward 0° to 30°

**Recovery** Recovery through pilot action in less than Recovery through pilot action in less a further 3 s than a further 3 s

Dive forward 0° to 30°

Yes

No

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

180° turn achievable in 20 s Yes

Big ears in accelerated flight