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DHV TESTREPORT EN926-2:2014

**GIN CAMINO M**

<b>Type designation</b>	GIN Camino M
<b>Type test reference no</b>	DHV GS-01-2506-19
<b>Holder of certification</b>	<a href="#">GIN Gliders Inc.</a>
<b>Manufacturer</b>	<a href="#">GIN Gliders Inc.</a>
<b>Classification</b>	C
<b>Winch towing</b>	Yes
<b>Number of seats min / max</b>	1 / 1
<b>Accelerator</b>	Yes
<b>Trimmers</b>	No



	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (95KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (105KG)
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<b>Test pilots</b>	 <b>Harald Buntz</b>	 <b>Sebastian Mackrodt</b>
	No release	No release

<b>Inflation/take-off</b>	<b>B</b>	<b>B</b>
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<b>Rising behaviour</b>	en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich	en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich
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<b>Special take off technique required</b>	No	No
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<b>Landing</b>	<b>A</b>	<b>A</b>
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<b>Special landing technique required</b>	No	No
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<b>Speeds in straight flight</b>	<b>A</b>	<b>A</b>
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<b>Trim speed more than 30 km/h</b>	Yes	Yes
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<b>Speed range using the controls larger than 10 km/h</b>	Yes	Yes
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<b>Minimum speed</b>	Less than 25 km/h	Less than 25 km/h
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<b>Control movement</b>	<b>A</b>	<b>A</b>
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<b>Symmetric control pressure</b>	Increasing	Increasing
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<b>Symmetric control travel</b>	Greater than 60 cm	Greater than 65 cm
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<b>Pitch stability exiting accelerated flight</b>	<b>A</b>	<b>A</b>
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<b>Dive forward angle on exit</b>	Dive forward less than 30°	Dive forward less than 30°
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<b>Collapse occurs</b>	No	No
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<b>Pitch stability operating controls during accelerated flight</b>	<b>A</b>	<b>A</b>
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<b>Collapse occurs</b>	No	No
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<b>Roll stability and damping</b>	<b>A</b>	<b>A</b>
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<b>Oscillations</b>	Reducing	Reducing
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<b>Stability in gentle spirals</b>	<b>A</b>	<b>A</b>
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<b>Tendency to return to straight flight</b>	Spontaneous exit	Spontaneous exit
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<b>en : Verhalten beim Verlassen einer vollständigen Steilspirale</b>	<b>A</b>	<b>B</b>
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en : Erstes Ansprechen des Gleitschirms (die en : unmittelbare Verringerung der

en : keine unmittelbare Reaktion

<b>Tendency to return to straight flight</b>	ersten 180°) Drehgeschwindigkeit en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)
<b>Turn angle to recover normal flight</b>	Less than 720°, spontaneous recovery	720° to 1 080°, spontaneous recovery
<b>Symmetric front collapse</b>	<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	Keeping course
<b>Cascade occurs</b>	No	No
<b>en : Faltleinen wurden benutzt</b>	no	no
<b>en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe</b>	<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 0° to 30°
<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
<b>en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe</b>	<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
<b>Exiting deep stall (parachutal stall)</b>	<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
<b>High angle of attack recovery</b>	<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
<b>Recovery from a developed full stall</b>	<b>C</b>	<b>C</b>
<b>Dive forward angle on exit</b>	Dive forward 30° to 60°	Dive forward 30° to 60°
<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
<b>en : Kleiner einseitiger Klapper</b>	<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
<b>en : Großer einseitiger Klapper</b>	<b>C</b>	<b>C</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>	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
<b>en : Kleiner einseitiger Klapper im beschleunigten Flug</b>	<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
<b>en : Großer einseitiger Klapper im beschleunigten Flug</b>	<b>C</b>	<b>C</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 45° to 60°
<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>	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
<b>Directional control with a maintained asymmetric collapse</b>	<b>A</b>	<b>A</b>
<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
<b>Trim speed spin tendency</b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b>	No	No
<b>Low speed spin tendency</b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b>	No	No
<b>Recovery from a developed spin</b>	<b>B</b>	<b>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
<b>B-line stall</b>	<b>A</b>	<b>A</b>
<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
<b>Big ears</b>	<b>B</b>	<b>B</b>
<b>Entry procedure</b>	Dedicated controls	Dedicated controls
<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>Big ears in accelerated flight</b>	<b>B</b>	<b>B</b>
<b>Entry procedure</b>	Dedicated controls	Dedicated controls
<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
<b>Alternative means of directional control</b>	<b>A</b>	<b>A</b>
<b>180° turn achievable in 20 s</b>	Yes	Yes
<b>Stall or spin occurs</b>	No	No
<b>Any other flight procedure and/or configuration described in the user's manual</b>	No other flight procedure or configuration described in the user's manual	