Deutscher Hängegleiterverband e.V. im DAeC
DHV-Technikreferat

LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel

GS TESTFLUG LTF 2009 GIN_FUSE

Test No	026531-GSTF09-626-Harry
Test date	02.04.2014
Location	Achensee / Rofan
Type	GIN_Fuse
Test type	GS Testflug LTF 2009
Test order	Auftrag GS Musterprüfung GIN_Fuse (GIN Gliders INC.)
Customer	GIN Gliders INC.
Test standard	LTF NFL II-91/09
Test standard 2	EN 926-2:2005
Expert	Buntz
Result	positive
Billing to:	100%
Technical peculiarities	

Datum / Unterschrift (Harry Buntz)

RESULTS

PG test flight (general)

Take off weight [kg]	220
Weight limit for certification [kg]	220
Number of pilots	2
test pilot	Harry Buntz
Harness type	Safari Pilot
Harness category	Biplace
Minimum speed [km/h]	24
Trim speed [km/h]	39
Accelerated speed [km/h]	48
Accelerator used?	No
Trimms	fast

en : Klassifizierung

en : Klassifizierung	B

EN : ERGEBNISDETAILS NACH LTF 2009

1 Inflation/take-off — A

Rising behaviour	Smooth, easy and constant rising
Special take off technique required	No

2 Landing — A

Special landing technique required	No

3 Speeds in straight flight — A

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

4 Control movement — A

Symmetric control pressure Increasing

Symmetric control travel Greater than 65 cm

5 Pitch stability exiting accelerated flight

Not carried out because the glider is not equipped with an accelerator

6 Pitch stability operating controls during accelerated flight

Not carried out because the glider is not equipped with an accelerator

7 Roll stability and damping — A

Oscillations Reducing

8 Stability in gentle spirals — A

Tendency to return to straight flight Spontaneous exit

9 Behaviour in a steeply banked turn — A

Sink rate after two turns 12 m/s to 14 m/s

10.1 Symmetric front collapse — B

Entry Rocking back less than 45°

Recovery Spontaneous in 3 s to 5 s

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

Change of course Entering a turn of less than 90°

Cascade occurs No

10.2 Symmetric front collapse in accelerated flight

Not carried out because the glider is not equipped with an accelerator

11 Exiting deep stall (parachutal stall) — A

Deep stall achieved Yes

Recovery Spontaneous in less than 3 s

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

Change of course Changing course less than 45°

Cascade occurs No

12 High angle of attack recovery — A

Recovery Spontaneous in less than 3 s

Cascade occurs No

13 Recovery from a developed full stall — 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

14.1 Asymmetric collapse 45-50% — A

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
Twist occurs	No
Cascade occurs	No

14.2 Asymmetric collapse 70-75% — B

Change of course until re-inflation	90° to 180°
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
Twist occurs	No
Cascade occurs	No

14.3 Asymmetric collapse 45-50% in accelerated flight

Not carried out because the glider is not equipped with an accelerator

14.4 Asymmetric collapse 70-75% in accelerated flight

Not carried out because the glider is not equipped with an accelerator

15 Directional control with a maintained asymmetric collapse — 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

16 Trim speed spin tendency — A

Spin occurs	No

17 Low speed spin tendency — A

Spin occurs	No

18 Recovery from a developed spin — A

Spin rotation angle after release	Stops spinning in less than 90°
Cascade occurs	No

19 B-line stall — A

Change of course before release	Changing course less than 45°
Behaviour before release	Remains stable with straight span
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°
Cascade occurs	No

20 Big ears — B

Entry procedure	Dedicated controls
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°

21 Big ears in accelerated flight

Not carried out because the glider is not equipped with an accelerator

22 Behaviour exiting a steep spiral — A

Tendency to return to straight flight	Spontaneous exit
Turn angle to recover normal flight	Less than 720°, spontaneous recovery

Sink rate when evaluating spiral stability [m/s] 14

23 Alternative means of directional control — A

180° turn achievable in 20 s Yes

Stall or spin occurs No

24 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

Sprachmodul default
Sprachmodul default_constants
Sprachmodul default_dhv
Sprachmodul default_tmo
Sprachmodul erg_flusi
Sprachmodul tmo_pruefungen
Sprachmodul tmo_pruefungentestflug
Sprachmodul tmo_pruefungentestfluggs
Sprachmodul tmo_pruefungentestfluggsltf09
Sprachmodul tmo_pruefauftraege
Sprachmodul dhv_adressen
Sprachmodul tmo_muster
Sprachmodul tmo_musterfremd
Sprachmodul tmo_pruefungsarten
Sprachmodul dhv_adressenperson
Sprachmodul dhv_adressenumsetzung
Sprachmodul dhv_adressen_constants