



DHV TESTREPORT EN926-2:2014

GIN EXPLORER XS

Type designation GIN Explorer XS
Type test reference no DHV GS-01-2259-17
Holder of certification [GIN Gliders Inc.](#)
Manufacturer [GIN Gliders Inc.](#)
Classification B
Winch towing Yes
Number of seats min / max 1 / 1
Accelerator Yes
Trimmers No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (65KG)

Test pilots **Nicole Fedele**Expert **Beni Stocker**

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (85KG)

Test pilots **Nicole Fedele**Expert **Harald Buntz**

	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (65KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (85KG)
Inflation/take-off	B	A
Rising behaviour	en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich	Smooth, easy and constant rising
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 60 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	A
en : Erstes Ansprechen des Gleitschirms (die ersten 180°) Drehgeschwindigkeit	en : unmittelbare Verringerung der Drehgeschwindigkeit	en : unmittelbare Verringerung der Drehgeschwindigkeit
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
Symmetric front collapse	A	A
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s

Dive forward angle on exit Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course Entering a turn of less than 90°	Keeping course
Cascade occurs No	No
en : Faltleinen wurden benutzt no	no
en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe	B
Entry Rocking back less than 45°	Rocking back less than 45°
Recovery Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 30° to 60°	Dive forward 0° to 30°
Change of course Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs No	No
en : Faltleinen wurden benutzt no	no
en : Symmetrischer Frontklapper im beschleunigten Flug	B
Entry Rocking back less than 45°	Rocking back less than 45°
Recovery Spontaneous in 3 s to 5 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 30° to 60°	Dive forward 30° to 60°
Change of course Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs No	No
en : Faltleinen wurden benutzt no	no
Exiting deep stall (parachutal stall)	A
Deep stall achieved Yes	Yes
Recovery Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course Changing course less than 45°	Changing course less than 45°
Cascade occurs No	No
High angle of attack recovery	A
Recovery Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs No	No
Recovery from a developed full stall	B
Dive forward angle on exit Dive forward 30° to 60°	Dive forward 30° to 60°
Collapse No collapse	No collapse
Cascade occurs (other than collapses) No	No
Rocking back Less than 45°	Less than 45°
Line tension Most lines tight	Most lines tight
en : Kleiner einseitiger Klapper	A
Change of course until re-inflation Less than 90°	Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation	Spontaneous re-inflation
Total change of course Less than 360°	Less than 360°
Collapse on the opposite side occurs 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)
Twist occurs No	No
Cascade occurs No	No
en : Faltleinen wurden benutzt no	no
en : Großer einseitiger Klapper	B
Change of course until re-inflation 90° to 180°	90° to 180°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation	Spontaneous re-inflation
Total change of course Less than 360°	Less than 360°
Collapse on the opposite side occurs 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)
Twist occurs No	No
Cascade occurs No	No
en : Faltleinen wurden benutzt no	no
en : Kleiner einseitiger Klapper im beschleunigten Flug	B
Change of course until re-inflation 90° to 180°	90° to 180°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation	Spontaneous re-inflation
Total change of course Less than 360°	Less than 360°
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Twist occurs No	No
Cascade occurs No	No
en : Faltleinen wurden benutzt no	no
en : Großer einseitiger Klapper im beschleunigten Flug	B
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Re-inflation behaviour Spontaneous re-inflation	Spontaneous re-inflation
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	Wiederöffnung)	selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
Directional control with a maintained asymmetric collapse		
Able to keep course	Yes	Yes
180° turn away from the collapsed side possible in 10 s	Yes	Yes
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	More than 50 % of the symmetric control travel
Trim speed spin tendency		
Spin occurs	No	No
Low speed spin tendency		
Spin occurs	No	No
Recovery from a developed spin		
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	No	No
B-line stall		
Change of course before release	Changing course less than 45°	Changing course less than 45°
Behaviour before release	Remains stable with straight span	Remains stable with straight span
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Cascade occurs	No	No
Big ears		
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight		
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less 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 accelerator while maintaining big ears	Stable flight	Stable flight
Alternative means of directional control		
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	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		