



DHV TESTREPORT EN926-2:2005

GIN CARRERA+ S

**Type designation** GIN Carrera+ S  
**Type test reference no** DHV GS-01-2139-15  
**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 (75KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (95KG)

Test pilots



Beni Stocker



Harald Buntz

Inflation/take-off

A

A

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

Smooth, easy and constant rising  
 No

Landing

A

A

**Special landing technique required** No

No

Speeds in straight flight

A

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

Yes  
 Yes  
 Less than 25 km/h

Control movement

A

A

**Symmetric control pressure** Increasing  
**Symmetric control travel** Greater than 55 cm

Increasing  
 Greater than 60 cm

Pitch stability exiting accelerated flight

A

A

**Dive forward angle on exit** Dive forward less than 30°  
**Collapse occurs** No

Dive forward less than 30°  
 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

Behaviour in a steeply banked turn ⚠

B

B

**Sink rate after two turns** More than 14 m/s

More than 14 m/s

Symmetric front collapse

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 less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		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>Symmetric front collapse in accelerated flight</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 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> Entering a turn of less than 90°		Entering a turn of less than 90°
<b>Cascade occurs</b> No		No
<b>Exiting deep stall (parachutal stall)</b> :A		
<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> :A		
<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> :A		
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Collapse</b> No collapse		No collapse
<b>Cascade occurs (other than collapses)</b> No		No
<b>Rocking back</b> Less than 45°		Less than 45°
<b>Line tension</b> Most lines tight		Most lines tight
<b>Asymmetric collapse 45-50%</b> :A		
<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> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 70-75%</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> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 45-50% in accelerated flight</b> :A		
<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> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 70-75% in accelerated flight</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> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No

<b><u>Directional control with a maintained asymmetric collapse</u></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><u>Trim speed spin tendency</u></b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b>	No	No
<b><u>Low speed spin tendency</u></b>	<b>A</b>	<b>A</b>
<b>Spin occurs</b>	No	No
<b><u>Recovery from a developed spin</u></b>	<b>A</b>	<b>A</b>
<b>Spin rotation angle after release</b>	Stops spinning in less than 90°	Stops spinning in less than 90°
<b>Cascade occurs</b>	No	No
<b><u>B-line stall</u></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 30° to 60°	Dive forward 30° to 60°
<b>Cascade occurs</b>	No	No
<b><u>Big ears</u></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>	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><u>Big ears in accelerated flight</u></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><u>Behaviour exiting a steep spiral</u></b>	<b>A</b>	<b>A</b>
<b>Tendency to return to straight flight</b>	Spontaneous exit	Spontaneous exit
<b>Turn angle to recover normal flight</b>	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
<b>Sink rate when evaluating spiral stability [m/s]</b>	14	14
<b><u>Alternative means of directional control</u></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><u>Any other flight procedure and/or configuration described in the user's manual</u></b>	No other flight procedure or configuration described in the user's manual	