

Flight test report

With accelerator

Entry

Recovery



					1828
Manufacturer	Gin Gliders Inc.	Certification number		PG_0161.2008	
Address	586-5, Ilsan-Ri, Mohyun-Myun, 449-855 YongIn-City, Kyunggi- Do 449-855 Korea	Date of flight test		13. 06. 2008	
Representative	None	Place of test		Villeneuve	
Glider model	Rebel Race XS	Classification		С	
Trimmer	no			-	
	110				
	Teet silet	Fulwaka Saika		Thurshoor Cloude	
	•	Fukuoka Seiko		Thurnheer Claude	
	Harness	Sup'Air - Altiplume S		Advance - Light M	
	Total weight in flight (kg)	62		75	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off techn	ique required	No	А	No	А
2. Landing		Α			
Special landing techni	que required	No	А	No	А
3. Speed in straight	flight	В			
Trim speed more than		Yes	A	Yes	А
Speed range using the	e controls larger than 10 km/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В
4. Control movemen		Α			
Max. weight in flight u	p to 80 kg				
Symmetric control pre		Increasing / greater than 55 cm	Α	Increasing / greater than 55 cm	A
Max. weight in flight 8					
Symmetric control pre		not available	0	not available	0
Max. weight in flight g					
Symmetric control pre		not available	0	not available	0
	ing accelerated flight	Α			
Dive forward angle on	exit	Dive forward less than 30°	Α	Dive forward less than 30°	A
Collapse occurs		No	А	No	A
6. Pitch stability ope flight	rating controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and o	damping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle	spirals	Α			
Tendency to return to	straight flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a ste	eply banked turn	В			
Sink rate after two turn	ns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front	collapse	С			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on	exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	А	No	А

А

А

Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Keeping course	В	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	C			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15°	А
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or	90° to 180° / Dive or roll angle 0°	А	Less than 90° / Dive or roll angle	С
roll angle	to 15°	~	45° to 60°	U
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency	A			
Spin occurs	No	А	No	А

If. Low speed spin tendency A Spin occurs No A No A Spin notation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A Spin notation angle after release Stops spinning in less than 90° A No A No A Cascade occurs No A No A No A Spin notation angle after release Changing course less than 45° A No A Shange of course before release Changing course less than 45° A Changing course less than 45° A Selhaviour before release Remains stable with straight span span A Remains stable with straight span span A Secovery Spontaneous in less than 3 s A Dive forward 0° to 30° A No A Oble forward angle on exit Dive forward 0° to 30° A No A Stable flight A Secovery Recovery through pilot action in less than a further 3 s B Stable flight A Stable flight A Secovery Recovery through pilot action in less than a further 3 s
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Sink rate when evaluating spiral stability [m/s] 17 17
23. Alternative means of directional control A
180° turn achievable in 20 s Yes A Yes A
Stall or spin occurs No A No A
24. Any other flight procedure and/or configuration 0 described in the user's manual
Procedure works as described not available 0 not available 0
Procedure suitable for novice pilots not available 0 not available 0
Cascade occurs not available 0 not available 0
25. Comments of test pilot
Comments