Flight test report

Manufacturer	**Gin Gliders**	**Certification number**	PG 114.2007
Address	586-5 Ilsan-Ri, Mohyun-Myun Yongin City Kyunggi-Do 449-855 Korea	**Date of flight test**	08/02/2008
		Place of test	Villeneuve
Representive	Housi Bollinger	**Classification B**	
Type of glider	**Yeti 22**		
Trimmer	**not available**		

Test Pilot	Tim Bollinger	Seiko Fukuoka
Harness	Sup'Air - Altiplume S	supair altiplume
Total weight in flight	52 kg	65 kg

		Min weight		Max weight	
1. Inflation/Take-off					
	Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
	Special take off technique required	No	A	No	A
2. Landing					
	Special landing technique required	No	A	No	A
3. Speed in straight flight					
	Trim speed more than 30 km/h	Yes	A	Yes	A
	Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
	Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement					
	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	Increasing, Greater than 55 cm	A	Increasing, Greater than 55 cm	A
	Max. weight in flight 80 kg to 100 kg				
	Symmetric control pressure/travel	not available	0	not available	0
	Max. weight in flight greater than 100 kg				
	Symmetric control pressure/travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight					
	Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
	Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight					
	Collapse occurs	No	A	No	A
7. Roll stability and damping					
	Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals					
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn					
	Sink rate after two turns	12 m/s to 14 m/s	A	More than 14 m/s	B
10. Symmetric front collapse					
	Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	A	No	A
	With accelerator				
	Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)					
	Deep stall achieved	Yes	A	Yes	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0°to 30°	A	Dive forward 0°to 30°	A
	Change of course	Changing course less than 45°	A	Changing course less than 45°	A
	Cascade occurs	No	A	No	A
12. High angle of attack recovery					
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Cascade occurs	No	A	No	A
13. Recovery from a developed full stall					
	Dive forward angle on exit	Dive forward 0°to 30°	A	Dive forward 0°to 30°	A
	Collapse	No collapse	A	No collapse	A
	Cascade occurs (other than collapse)	No	A	No	A
	Rocking back	Less than 45°	A	Less than 45°	A
	Line tension	Most line tight	A	Most line tight	A
14. Asymmetric collapse					
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15°	A	Less than 90°, Dive or roll angle 0° to 15°	A
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	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-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 0° to 15°	A
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	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 50% collapse and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15°	A	Less than 90°, Dive or roll angle 0° to 15°	A
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	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 and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	90° to 180°, Dive or roll angle 0° to 15°	A	90° to 180°, Dive or roll angle 0° to 15°	A
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	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
15. Directional control with a maintained asymmetric collapse					
	Able to keep course	Yes	A	Yes	A
	180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
	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					
	Spin occurs	No	A	No	A
17. Low speed spin tendency					
	Spin occurs	No	A	No	A
18. Recovery from a developed spin					
	Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
	Cascade occurs	No	A	No	A
19. B-line stall					
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Cascade occurs	No	A	No	A
20. Big ears					
	Entry procedure	Dedicated controls	A	Standard technique	A
	Behaviour during big ears	Stable flight	A	Stable flight	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in 3 s to 5 s	B
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight					
	Entry procedure	Dedicated controls	A	Standard technique	A
	Behaviour during big ears	Stable flight	A	Stable flight	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Behaviour immediately after releasing the accelerator while	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral					
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
	Turn angle to recover normal flight	Less than 720°,spontaneous recovery	A	Less than 720°,spontaneous recovery	A
	Sink rate when evaluating spiral stability [m/s]	16 m/s		15 m/s	
23. Alternative means of directional control					
	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 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
Comments of test pilot					
	Comments	Manufacturer pilot flying under radio control by Alain Zoller, same as SIV course.		no	

Air Turquoise
Rue de la Poterlaz 6
Case postale 10
CH- 1844 Villeneuve
Switzerland
mobile: +41 79 202 52 30
Tel. no : +41 21 965 65 65
fax : +41 219 65 65 66
email: info@airturquoise.ch
homepage: www.para-test.com

ISO 9001:2000