AIR TURQUOISE SA | PARA-TEST.COM

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & LTF 91/09

Address C. Del Ter, 6 – Nave D Girona Spain Date of flight test 20. 07. 2016 Gilder model Si-Sta Cellera de Ter Girona Spain Representative None Gilder model Si-Stin 2 P Classification B Serial number Skin 2 B H - 31 Representative None Trimmer yes: closed Place of test Villeneuve Folding lines used no Zoller Alain Harness Harness to risers distance (cm) At 4 Advance - Bi po 2 Harness Harness to risers distance (cm) 55 Soft Soft Noi Advance - Bi po 2 LindiatorTake-off Resimp behavour Somoth, easy and constant rising A None No Speal late off technique required No No No A Speal late off technique required No No No A Speal late off technique required No No No A Speal late off technique required No No No A Speal late off technique required No No No A Acortori movement <	Manufacturer	Niviuk Gliders / Air Games S.L.	Certification number		PG_1100.2016		
Serial number Skin 2 Bi 4-31 Representative None Trimmer yes: closed Place of test Villeneuve. Folding lines used n Villeneuve. Villeneuve. Test plot Thurnheer Claude Zoller Alain Harness Harness to risers distance (cm) Niviuk - Transat Advance - Bi pro 2 Distance between risers (cm) 55 55 Total weight in flight (kg) 130 190 1. InflationTake-off A No A Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising A No Special take off technique required No No A 2. Landing A No A Special take off technique required No No A 3. Speed instraight flight Yes A Yes A Speed range using the control ters with the Storm M Yes A Yes A 4. Control movement A Yes No A Symmetric control pressure / travel not available 0 not available D Maxeright in flight greater than 100 kg/ mot available Non enavilable A Symmetric control pressure / travel no	Address	17165 La Cellera de Ter Girona	Date of flight test		20. 07. 2016		
Trimmer yes: closed Place of test Villeneuve Folding lines used no Thurnheer Claude Zoller Alain Harness Niviuk - Transat Advance - Bi pro 2 Harness to risers distance (cm) 44 44 Distance between risers (cm) 55 55 Total weight in flight (kg) 130 190 1. Inflation/Take-off A Monouth, easy and constant rising A Special take of technique required No No No 2. Landing A No A Special take of technique required No A No A Special landing technique required No No A Special landing technique required A <td>Glider model</td> <td>Bi-Skin 2 P</td> <td>Classification</td> <td></td> <td>В</td> <td></td>	Glider model	Bi-Skin 2 P	Classification		В		
Trimmer yes: closed Place of test Villeneuve Folding lines used no No Scher State Scher State Test pilot Thurnheer Claude Zoller Alain Image: Scher State Scher State Harness Niviuk - Transat Advance - Bi pro 2 Image: Scher State Scher State Harness to risers distance (cm) 44 44 Scher State Scher State Distance between risers (cm) 55 Scher State Scher State Scher State State dight in flight (kg) 130 190 Scher State Scher State Scher State Special landing technique required No No No No Scher State Scher Sta	Serial number	Skin 2 Bi 4-31	Representative		None		
Folding lines used no Thurnheer Claude Zoller Alain Harness Niviuk - Transat Advance - Bi pro 2 Harness to risers distance (cm) 44 44 Distance between risers (cm) 55 55 Total weight in flight (kg) 130 190 1. InflationTak-off A Kerness A Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising A A Special take off technique required No A No A 2. Landing A No A A Special take off technique required No A No A 3. Special take off technique required No A No A Special take off technique required No A No A Special take off technique required No A No A Special take off technique required No A See A Special take off technique required No A A A Marce Stript Hight Det Stript	Trimmer	ves: closed	•		Villeneuve		
HarnessNiviuk - TransatAdvance - Bi pro 2Harness to risers distance (cm)4444Distance between risers (cm)5555Total weight in flight (kg)1301901. Infaton/Take-offATotal weight in flight (kg)ASpecial take off technique requiredSmooth, easy and constant rising ANoth, easy and constant rising AASpecial take off technique requiredNoANoA2. LandingANoAA3. Speed transe traight flightANoA3. Speed take of technique requiredNoANoA3. Speed take of technique requiredNoANoA3. Speed take of technique requiredNoANoA4. Seat range using the controls larger than 10 km/hYesAYesA4. Control movementAYesAYesA4. Seat marge using the controls larger than 10 km/hYesNoNoA5. Simmetric control pressure / travelnot available0not availableD6. Simmetric control pressure / travelnot availableNoNoA6. Sitch tability exiting accelerated flightOnot availableDD7. Piter tability exiting accelerated flightOnot availableDD7. Piter tability exiting accelerated flightOnot availableDD7. Piter tability exiting accelerated flightOnot availableD							
HarnessNiviuk - TransatAdvance - Bi pro 2Harness to risers distance (cm)4444Distance between risers (cm)5555Total weight in flight (kg)1301901. Infaton/Take-offATotal weight in flight (kg)ASpecial take off technique requiredSmooth, easy and constant rising ANoth, easy and constant rising AASpecial take off technique requiredNoANoA2. LandingANoAA3. Speed transe traight flightANoA3. Speed take of technique requiredNoANoA3. Speed take of technique requiredNoANoA3. Speed take of technique requiredNoANoA4. Seat range using the controls larger than 10 km/hYesAYesA4. Control movementAYesAYesA4. Seat marge using the controls larger than 10 km/hYesNoNoA5. Simmetric control pressure / travelnot available0not availableD6. Simmetric control pressure / travelnot availableNoNoA6. Sitch tability exiting accelerated flightOnot availableDD7. Piter tability exiting accelerated flightOnot availableDD7. Piter tability exiting accelerated flightOnot availableDD7. Piter tability exiting accelerated flightOnot availableD	Test pilot		Thurnheer Claude		Zoller Alain		
Harness to risers distance (cm)4444Distance between risers (cm)5555Total weight in flight (kg)1301901. Inflation/Take-offA1901. Inflation/Take-offASmooth, easy and constant rising ASmooth, easy and constant rising AASpecial take off technique requiredNoANoA2. LandingATTSpecial take off technique requiredANoA3. Speci in straight flightANoANoA3. Speed in straight flightAYesAYesA3. Speed in straight flightAYesAYesA4. Control movementLess than 25 km/hALess than 25 km/hASecond and and and and and and and and and a	-		Niviuk - Transat		Advance - Bi pro 2		
Distance between risers (m)5555Total weight in flight (kg)1301901. Inflation/Take-offAMoMoRising behaviourSmooth, easy and constant rising AASmooth, easy and constant rising AASpecial lake off technique requiredNoANoA2. LandingATTSpecial landing technique requiredNoANoA3. Speed in straight flightATTTrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAA Control movementAYesAYesAA Control pressure / travelnot available0not available0Max. weight in flight up to 80 kgTTTTSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgTTTTSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgTTTTSymmetric control pressure / travelnot available0not available0Dive forward angle on exitnot available0not available00Collaps occursnot available0not available00Collapse0Collaps occursnot available0not av	Harness to risers d	listance (cm)	44		•		
Total weight in flight (kg)1301901. Inflation/Take-offARising behaviourSmooth, easy and constant rising ASmooth, easy and constant rising AASpecial take off technique requiredNoANoA2. LandingATTTSpecial rading technique requiredNoANoA3. Speed in straight flightATTTTrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesA4. Control movementALess than 25 km/hALess than 25 km/hA4. Control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgStability exiting accelerated flight0not available00Otalpase occursnot available0not available0not available0Otalpase occursnot available0not available0010 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td></t<>							
1. Inflation/Take-off A Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising A Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising A Special take off technique required No A No A Special landing technique required No A No A Special take off technique required No A No A Special landing technique required No A No A Special rate off technique required No A No A Special rate off technique required No A No A Special rate off technique required No A No A Special take off technique required No A A A Special take off technique required No A A A Special take off technique required No A A Sees tan 25 km/h A Less than 25 km/h A A: Control movement A Control available 0 n		``					
Rising behaviourSmooth, easy and constant rising AASmooth, easy and constant rising AASpecial take off technique requiredNoANoA2. LandingAFFFSpecial landing technique requiredNoANoA3. Special in straight flightAFFFTrim speed more than 30 km/hYesAYesASpecial range using the controls larger than 10 km/hYesAYesASpecial range using the controls larger than 10 km/hYesAYesAA. Control movementALess than 25 km/hALess than 25 km/hAA. Control movementAFFFFMax. weight in flight up to 80 kgSymetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgSFFFFFSymmetric control pressure / travelnot available0not available0Increasing / greater than 65 cmASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelnot available0not available0Increasing / greater than 65 cmASymmetric control pressure / travelnot available0not available0Increasing / greater than 65 cmASymmetric control pressure / travel </td <td></td> <td>int (Kg)</td> <td>130</td> <td></td> <td>190</td> <td></td>		int (Kg)	130		190		
Special take off technique requiredNoANoA2. LandingASpecial landing technique requiredNoANoA3. Speed in straight flightATrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementAAAAAAMax. weight in flight up to 80 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight 20 kg to 100 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flight0not available0not available06. Pitch stability operating controls during accelerated0not available0007. Roll stability and dampingAACollapse occurs0not available007. Roll stability in gentle spiralsAASpontaneous exitASpontaneous exitA8. Stability in gentle spiralsACollapse occursAReducingA <t< td=""><td>1. Inflation/Take-off</td><td></td><td>Α</td><td></td><td></td><td></td></t<>	1. Inflation/Take-off		Α				
2. LandingASpecial landing technique requiredNoANoA3. Speed in straight flightAA3. Speed in straight flightAYesAYesATrim speed more than 30 km/hYesAYesAMaxASpeed range using the controls larger than 10 km/hYesAYesALess than 25 km/hALess than 26 km/hALess than 25 km/hALess than 25 km/hALess than 26 km/hLess than 26 km/hLess than 26 km/hLess than 26 km/hLess than 2	Rising behaviour		Smooth, easy and constant rising	A	Smooth, easy and constant rising	А	
Special anding technique requiredNoANoA3. Speed in straight flightATrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hAA4. Control movementAAKess than 25 km/hAKess than 25 km/hAMax. weight in flight up to 80 kgsex than 25 km/hNonot available0not available0Max. weight in flight 80 kg to 100 kgsex than 25 km/hNoNoANoASymmetric control pressure / travelnot available0not available0Not available0Max. weight in flight greater than 100 kgsex than 25 km/hAIncreasing / greater than 65 cmAASymmetric control pressure / travelnot available0not available0Not available0Max. weight in flight greater than 100 kgsex travelnot available0not available0Symmetric control pressure / travelnot available0not available00Collapse occursnot available0not available000Collapse occursnot available0not available000Fitch stability and dampingAAANoAACoscillationsReducingASpontaneous exitASpontaneo	Special take off technique required		No	Α	No	А	
3. Speed in straight flight A 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 Less than 25 km/h A 4. Control movement A A Less than 25 km/h A Less than 25 km/h A Max. weight in flight up to 80 kg A A A Less than 25 km/h A Less than 25 km/h A Max. weight in flight up to 80 kg A <td>•</td> <td></td> <td>Α</td> <td></td> <td></td> <td></td>	•		Α				
Trim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementAAALess than 25 km/hALess than 25 km/hAMax. weight in flight up to 80 kgAAAAAASymmetric control pressure / travelnot available0not available0OMax. weight in flight greater than 100 kgAIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelnot available0not availableOMax. weight in flight greater than 100 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelnot available0not availableODive forward angle on exitnot available0not availableOCollapse occursnot available0not availableOCollapse occursnot available0not availableO7. Roll stability operating controls during accelerated flightAReducingAReducingAReducingAReducingA8. Stability in gente spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial reg	Special landing technique required			A	No	А	
Speed range using the controls larger than 10 km/hYesAYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAMax. weight in flight up to 80 kgstatusstatusstatusSymmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgstatusstatusstatusstatusSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgstatusstatusstatusstatusSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flight0statusstatusstatusstatusCollapse occursnot available0not available0statusstatusCollapse occursnot available0not available0statusstatusstatusCollapse occursnot available0not available0status <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td></td<>							
Minimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAMax. weight in flight up to 80 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flight0Increasing / greater than 65 cmAADive forward angle on exit0not available00Collapse occursnot available0not available06. Pitch stability operating controls during accelerated0not available0Collapse occursnot available0not available07. Roll stability and dampingAReducingA8. Stability in gentle spiralsASpontaneous exitA9. Behaviour exiting a fully developed spiral diveASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate ofAImmediate reduction of rate of turnA						A	
4. Control movement A Max. weight in flight up to 80 kg not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 0 Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 65 cm A Increasing / greater than 65 cm A Symmetric control pressure / travel Increasing / greater than 65 cm A Increasing / greater than 65 cm A Symmetric control pressure / travel Increasing / greater than 65 cm A Increasing / greater than 65 cm A Symmetric control pressure / travel Increasing / greater than 65 cm A Increasing / greater than 65 cm A Ostavailable ontrol O O Increasing / greater than 65 cm A Increasing / greater than 65 cm A Collapse occurs not available 0 not available 0 not available 0							
Max. weight in flight up to 80 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flight0utavailable0ACollapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0utavailable07. Roll stability and dampingAAReducingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of AImmediate reduction of rate o				A	Less than 25 km/h	A	
Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flight0Increasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flight0Increasing / greater than 65 cmAIncreasing / greater than 65 cmA6. Pitch stability operating controls during accelerated flight0Increasing / greater than 65 cmAIncreasing / greater than 65 cmACollapse occursnot available0not available0not available07. Roll stability and damping OscillationsAReducingAReducingA8. Stability in gentle spirals 9. Behaviour exiting a fully developed spiral dive hitial response of glider (first 180°)AImmediate reduction of rate of AAImmediate reduction of rate of turnA	4. Control movement		A				
Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flight00not available0Dive forward angle on exitnot available0not available0Collapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0not available0Collapse occursnot available0not available07. Roll stability and dampingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnA	Max. weight in flight up	to 80 kg					
Symmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgsymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmAS. Pitch stability exiting accelerated flight0rrrDive forward angle on exitnot available0not available0Collapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0not available0Collapse occursnot available0not available06. Pitch stability and dampingAReducingAReducingAS. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)AImmediate reduction of rate of AAImmediate reduction of rate of AA			not available	0	not available	0	
Symmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgsymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmAS. Pitch stability exiting accelerated flight0rrrDive forward angle on exitnot available0not available0Collapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0not available0Collapse occursnot available0not available06. Pitch stability and dampingAReducingAReducingAS. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)AImmediate reduction of rate of AAImmediate reduction of rate of AA	Max waight in flight 90	ka ta 100 ka					
Max. weight in flight greater than 100 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flight00not available0Dive forward angle on exitnot available0not available0Collapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0not available0Collapse occursnot available0not available07. Roll stability and dampingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of I mediate reduction of rate of AImmediate reduction of rate of AImmediate reduction of rate of AImmediate reduction of rate of A			not available	0	not available	0	
Symmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flight0000Dive forward angle on exitnot available0not available0Collapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0not available0Collapse occursnot available0not available07. Roll stability and dampingAreducingA00scillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of Immediate reduction of rate of AImmediate reduction of rate of turnA	Symmetric control pressu			0	not available	0	
5. Pitch stability exiting accelerated flight0Dive forward angle on exitnot available0not available0Collapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0not available0Collapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0not available0Collapse occursnot available0not available0Stability in gentle spiralsAReducingAReducingASocillationsASpontaneous exitASpontaneous exitAStability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveImmediate reduction of rate of turnAImmediate reduction of rate of turnA	Max. weight in flight gre	eater than 100 kg					
Dive forward angle on exitnot available0not available0Collapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0not available0Collapse occursnot available0not available0Collapse occursnot available0not available07. Roll stability and dampingA0OscillationsReducingAReducingA8. Stability in gentle spiralsATendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of Immediate reduction of rate of furnA	Symmetric control pressure / travel		Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А	
Collapse occursnot available0not available06. Pitch stability operating controls during accelerated flight0011Collapse occursnot available0not available007. Roll stability and dampingA111OscillationsReducingAReducingA8. Stability in gentle spiralsA111Tendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of Immediate reduction of rate of AAImmediate reduction of rate of AA		-					
6. Pitch stability operating controls during accelerated flight0Collapse occursnot available0not available07. Roll stability and dampingA77OscillationsReducingAReducingA8. Stability in gentle spiralsA87Tendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of Immediate reduction of rate of AAImmediate reduction of rate of turnA	Dive forward angle on exit						
flightOnot availableOnot availableOCollapse occursnot available0not available07. Roll stability and dampingAASecondary (1998)AOscillationsReducingAReducingA8. Stability in gentle spiralsAASpontaneous exitA7. Endency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate ofAImmediate reduction of rate of turnA				0	not available	0	
7. Roll stability and dampingAOscillationsReducingAReducingA8. Stability in gentle spiralsAAReducingA7. Endency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAMMMInitial response of glider (first 180°)Immediate reduction of rate ofAImmediate reduction of rate of turnA	flight	ng controls during accelerated		0		0	
OscillationsReducingAReducingA8. Stability in gentle spiralsAATendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAMAInitial response of glider (first 180°)Immediate reduction of rate ofAImmediate reduction of rate of turnA				U		U	
8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive A Immediate reduction of rate of A Immediate reduction of rate of turn A				Δ	Peducing	٨	
Tendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAAInitial response of glider (first 180°)Immediate reduction of rate ofAImmediate reduction of rate of turnA				A	Reducing	A	
9. Behaviour exiting a fully developed spiral dive A Initial response of glider (first 180°) Immediate reduction of rate of A Immediate reduction of rate of turn A				А	Spontaneous exit	А	
Initial response of glider (first 180°) Immediate reduction of rate of A Immediate reduction of rate of turn A			•				
			Immediate reduction of rate of	A	Immediate reduction of rate of turn	А	

Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
10. Symmetric front collapse	В			
Approximately 30 % chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	A
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
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in 3 s to 5 s	В	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
Folding lines used	No		No	
With accelerator				
Entry	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
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	not available	0
Cascade occurs	No	А	not available	0
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	в
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	Α	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	A	~	Most mes ugnt	~
Small asymmetric 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° $$	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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
5				
Large asymmetric collapse				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of	A	No (or only a small number of	A
	collapsed cells with a spontaneous reinflation)	~	collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
Small asymmetric colleges with fully activated accelerator				
Small asymmetric collapse with fully activated accelerator Change of course until re-inflation / Maximum dive forward or	not available	0	not available	0
roll angle				
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
15. Directional control with a maintained asymmetric	Α			
	Vee	•	Vee	^
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	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	not available	0
Behaviour before release	Remains stable with straight span	A	not available	0
Recovery	Spontaneous in less than 3 s	А	not available	0
Dive forward angle on exit	Dive forward 0° to 30°	А	not available	0
Cascade occurs	No	А	not available	0
20. Big ears	Α			
Entry procedure	Standard technique	А	Standard technique	А
Behaviour during big ears	Stable flight	А	Stable flight	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
21. Big ears in accelerated flight	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while	not available	0	not available	0
maintaining big ears				

22. Alternative means of directional control		Α			
180° turn achievable in 20 s		Yes	А	Yes	А
	Stall or spin occurs	No	А	No	А
23. Any other flight procedure and/or configuration described in the user's manual		0			
	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
24. Comments of test pilot					

Comments