

Flight test report: EN 926-2:2013

•	Niviuk Clidore / Air	Cortification number		DC 0048 2015	
	Niviuk Gliders / Air Games S.L.	Certification number		PG_0948.2015	
	C. Del Ter, 6 – Nave D 17165 La Cellera de Ter Girona Spain	Date of flight test		05. 08. 2015	
Glider model	Peak 4 27	Classification		D	
Serial number	Peak 4 1-27	Representative		None	
Trimmer	no	Place of test		Villeneuve	
Test pilot		Thurnheer Claude		Berruex Gilles	
Harness		Niviuk - Hamak M		Niviuk - Gingo 2 L	
Harness to risers dis	tance (cm)	43		43	
Distance between ris	. ,	46		46	
Total weight in flight	· · ·	105		125	
	(ny)	100		12U	
1. Inflation/Take-off		С			
Rising behaviour		Overshoots, shall be slowed down to avoid a front collapse	С	Overshoots, shall be slowed down to avoid a front collapse	С
Special take off technique re	equired	No	Α	No	Α
2. Landing		Α			
Special landing technique re	equired	No	Α	No	А
3. Speed in straight flight		В			
Trim speed more than 30 km/h		Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h		Yes	A	Yes	A
Minimum speed 4. Control movement		25 km/h to 30 km/h C	В	25 km/h to 30 km/h	В
Max. weight in flight up to	80 ka				
Symmetric control pressure	•	not available	0	not available	0
		not available	U		0
Max. weight in flight 80 kg to 100 kg		not available			
Symmetric control pressure	Symmetric control pressure / travel		0	not available	0
	Max. weight in flight greater than 100 kg		~		•
Symmetric control pressure		Increasing / 50 cm to 65 cm	С	Increasing / 50 cm to 65 cm	С
5. Pitch stability exiting ac	celerated flight	A Dive forward lass them 20%		Diver forward loss them 20%	
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	controls during accelerated	No A	A	No	A
flight	controls during accelerated	~			
Collapse occurs		No	А	No	Α
7. Roll stability and dampi	ng	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals		Α			
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive		D			
Initial response of glider (first 180°)		Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to straig	ht flight	Turn remains constant (g force constant, rate of turn constant)	D	Turn remains constant (g force constant, rate of turn constant)	D
Turn angle to recover normal flight		With pilot action	D	With pilot action	D

10. Symmetric front collapse

D

Approximately 30 % chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Recovery through pilot action in less than a further 3 s	D	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 30° to 60° Keeping course	В
Cascade occurs	No	А	No	А
Folding lines used	Yes	D	Yes	D
At least 50% chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	Α
Recovery	Recovery through pilot action in less than a further 3 s	D	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 30° to 60° / Keeping course	В
Cascade occurs	No	А	No	Α
Folding lines used	Yes	D	Yes	D
With accelerator				
Entry	Rocking back greater than 45°	С	Rocking back greater than 45°	С
Recovery	Recovery through pilot action in less than a further 3 s	D	Recovery through pilot action in less than a further 3 s	D
Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Entering a turn of less than 90°	В	Dive forward 30° to 60° / Keeping course	В
Cascade occurs	No	А	No	A
Folding lines used	Yes	D	Yes	D
11. Exiting deep stall (parachutal stall)	D			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Recovery through pilot action in less than a further 5 s	D
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 30° to 60°	В
Change of course	Changing course less than 45°	А	Changing course 45° or more	С
Cascade occurs	No	А	No	A
12. High angle of attack recovery	D			
Recovery	Spontaneous in less than 3 s	A	Recovery through pilot action in less than a further 3 s	D
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 30° to 60°	В
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	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	D			
Small 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°	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	A
Cascade occurs	No	А	No	Α
Folding lines used	Yes	D	Yes	D
Large asymmetric collapse Change of course until re-inflation / Maximum dive forward or				

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Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	А	Stable flight	A
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