## Flight test report

Classification B

Certification number

Date of flight test

Place of test

Manufacturer Sol Paragliders

Rua Walter Marquart, 1180 Address 89259-700 Jaraguà do Sul, S.C. Brazil Representive None Type of glider Prymus 2 M

PG 023 2006 08/11/2006 Villeneuve

А

A A A No

Α

A A

No

No

No

Less than 360?

Less than 360?

Spontaneous re-inflation

Less than 90?, Dive or roll angle 0? to 15?



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not available Trimmer Test Pilot Claude Thurnheer Alain Zoller Harness sup air light Gin Glider - Gingo L Total weight in flight 75 kg 95 kg Min weight Max weight 1. Inflation/Take-off Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising Special take off technique required Α No No 2. Landing Special landing technique required No Α No 3. Speed in straight flight Trim speed more than 30 km/h Yes Yes Α Speed range using the controls larger than 10 km/h Yes Α Yes Less than 25 km/h Minimum speed Less than 25 km/h Α 4. Control movement Max. weight in flight up to 80 kg Symmetric control pressure/travel Increasing, Greater than 60 cm A not available Max. weight in flight 80 kg to 100 kg Symmetric control pressure/travel not available 0 Increasing, Greater than 60 cm Max. weight in flight greater than 100 kg Symmetric control pressure/travel not available 0 not available 5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° Dive forward less than 30? Α Collapse occurs No Α No 6. Pitch stability operating controls during accelerated flight A No Collapse occurs No 7. Roll stability and damping Oscillations Reducing Reducing A 8. Stability in gentle spirals Tendency to return to straight flight Spontaneous exit Α Spontaneous exit 9. Behaviour in a steeply banked turn Sink rate after two turns More than 14 m/s В More than 14 m/s 10. Symmetric front collapse Rocking back less than 45° Rocking back less than 45? Entry A Recovery Spontaneous in less than 3 s Α Spontaneous in less than 3 s Dive forward angle on exit Dive foward 0° to 30°, Keeping course A A Dive foward 0?to 30?, Keeping course No No Cascade occurs With accelerator Entry Rocking back less than 45° A Rocking back less than 45? Recovery A Spontaneous in less than 3 s Spontaneous in less than 3 s Dive forward angle on exit Dive foward 0°to 30°, Keeping course А Dive foward 0?to 30?, Keeping course Α No Cascade occurs No 11. Exiting deep stall (parachutal stall) Deep stall achieved Yes A Yes Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s Dive forward angle on exit Dive forward 0°to 30° A Dive forward 0?to 30? Changing course less than 45? Change of course Cascade occurs Changing course less than 45° Α No A No 12. High angle of attack recovery Recovery Spontaneous in less than 3 s Α Spontaneous in less than 3 s Cascade occurs No A No 13. Recovery from a developed full stall Dive forward 30° to 60° в Dive forward 30?to 60? Dive forward angle on exit No collapse Collapse No collapse А A Cascade occurs (other than collapse) No No Rocking back Less than 45° A Less than 45? Line tension Most line tight A Most line tight 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° Less than 90?, Dive or roll angle 0? to 15? А Re-inflation behaviour Spontaneous re-inflation А Spontaneous re-inflation Less than 360° Total change of course A Less than 360? Collapse on the opposite side occurs No А No A A Twist occurs No No Cascade occurs No No With 75% 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 15? to 45? Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation

Total change of course

Re-inflation behaviour

Total change of course

Twist occurs

Cascade occurs

Collapse on the opposite side occurs

Change of course until re-inflation

Collapse on the opposite side occurs

With 50% collapse and accelerator-Maximum dive forward or roll angle

Less than 360°

Less than 360°

Spontaneous re-inflation

Less than 90°, Dive or roll angle 0° to 15°

No

No

No

No

Cascada course     No     A     No     A       With 755 Sollapse and accelerative Alignment for loaved or roll angle 15° to 45°.     B     907 to 1807. Dive or roll angle 15° to 457.     B       Re-inflation behaviour     Spontaneous re-inflation     A     907 to 1807. Dive or roll angle 15° to 457.     B       Collapse on the opposite side occurse     Less than 360°     A     Less than 380°.     A       Collapse on the opposite side occurs     No     A     No     A       Collapse on the opposite side occurs     No     A     No     A       15. Directional control with a maintained asymmetric collapse     Yes     A     No     A       15. Directional control with a maintained asymmetric collapse     Yes     A     No     A       16. Tirms speet spin tendency     Yes     A     No     A       16. Tirms speet spin tendency     No     A     No     A       17. Low speet spin tendency     Spin cocurs     No     A     No     A       17. Beed spin tendency     Spin cocurs     No     A     No     A       18. Bill state     Stops spinning in less than 90°     A     Stops spinning in less than 90°     A       19. Bill state     Stops spinning in less than 90°     A     Spin cocurs in a 35.     A       1		Twist occurs	No	А	No	А
With 75% collapse and accelerator-Maximum dive forward or ord angleeast han 90°, Dive or roll angle 15° to 45°, A Spontaneous re-inflation90° to 180°, Dive or roll angle 15° to 45°, A Spontaneous re-inflationA A Collapse on the opposite side occursNoA NoA<						
Change of course unit levinitation     Less han 30?     Dive or roll angle 15? to 45?     B       Reinflation behaviour     Spontaneous reinflation     A       Total change of course     Less han 360°     A       Collapse on the opposite side occurs     No     A       No     A     No     A       Collapse on the opposite side occurs     No     A     No     A       Collapse on the opposite side occurs     No     A     No     A       15. Directional control with a maintained symmetric collapse     Yes     Yes     Yes     A       16. Time got and the opposite side occurs     More than 50 % of the symmetric control travel     A       16. Time got and the opposite side occurs     No     A     Yes     A       17. Low spin occurs     No     A     No     A       18. Recovery     To and and stall or spin spin ing in less than 90°     A     Sops spinning in less than 90°     A       18. Recovery     Spin otacina ongle after release     Change of course less than 45°     A     No     A       19. Hiendsot and pla after release     Change of course less than 45°     A     No     A       19. Low spin otacina on gle after release     Change of course less than 45°     A     No       19. Low spin otacin angle after release     Spontaneou				^		^
Re-inflation behaviour       Spontaneous re-inflation       A         Total change of course       No       A         Collapse on the opposite side occurs       No       A         No       A       No       A         Collapse on the opposite side occurs       No       A         So control with a maintained asymmetric collapse       Yes       A         Able to keep course       Yes       A         Able to keep course       Yes       A         Able to keep course       Yes       A         Amount of control range between turn and stall or spin       More than 50 % of the symmetric control travel       A         Spin foration angle after release       No       A       No       A         Spin foration angle after release       Stops spinning in less than 90"       A       No       A         12. Low speed spin tendency       Spontaneous release       Spontaneous release       No       No       A         13. Behaviour before release       Ronge of course less than 45°       A       No       No       A         13. Behaviour before release       Remains stable with straight span       A       Spontaneous release       A         20. Big earst       Change of course before release       Remains stable with straig				٨	002 to 1902. Dive or roll angle 152 to 452	Б
Total change of courseLess than 360°ALess than 360°ANoACalascade accursNoANoAACascade accursNoANoA15. Directional control with a maintained asymmetric collapseYesAYesAAble to keep courseYesAYesAYesA16. Tirrin speed-spin tendency:NoANoAA17. Lore spin occursNoANoAA18. Tirrin speed-spin tendency:NoANoAA19. Totalon angle after releaseNoANoAA19. Totalon angle after releaseNoANoAA19. Totalon angle after releaseNoANoAA19. Totalon angle after releaseNoANoAA19. Totalon angle after releaseChange of course less than 45°ANoA19. Totalon angle after releaseChange of course less than 45°ACascade occursA19. Totalon angle after releaseNoANoAA19. Totalon angle after releaseNoAAAA19. Totalon angle after releaseNoAAAAA19. Course before releaseRemains table with straight spanAAAAAAAAAAAAAAAAAAA <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
Collapse of the opposite side occurs       No       A       No       A       No       A         Twist occurs       No       A       No       A         15. Directional control with a maintained asymmetric collapse       Yes       A       Yes       A         16. Trin speed pain ten collapse dide possible in 10       Yes       A       Yes       A         16. Trin speed pain ten collapse dide possible in 10       Yes       A       No       A         16. Trin speed pain ten collapse dide possible in 10       Yes       A       No       A         17. Low speed pain tendency       No       A       No       A       A         18. Recovery       no       A       No       A       No       A         19. Belline stall       Change of course below release       Change of course less than 45°       A       No       A       No       A         19. Belline stall       Change of course below release       Change of course less than 45°       A       No       A       No       A         20. Big ears       Entry procedure       Standard technique       A       Deve forward of to 30°       A       No       A         20. Big ears       Entry procedure       Standard technique       A <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
Twist occurs     No     A     No     A       Cascade occurs     No     A     No     A       Albot to keep course     Yes     A     Yes     A       Abot to keep course     Yes     A     Yes     A       Abot to keep course     Yes     A     Yes     A       Amount of control range between turn and stall or spin     More tha 50 % of the symmetric control travel     A       16. Trin speed spin tendency     No     A     No     A       Spin occurs     No     A     No     A       18. Recovery from a developed spin     -     A     No     A       19. brins stall     -     -     A     No     A       19. brins stall     -     -     -     -     -       Cascade occurs     No     A     A     Remains stable with straight span     A       Recovery     Spontaneous in less than 3 s     A     A     Change of course less than 45°     A       Dive forward on to 30°     A     No     -     -     A       Cascade occurs     No     -     A     No     -       20. Big ears     Cascade occurs     No     -     A       A     No     -     -     -		0				
Cascade occurs       No       No       A         15. Directional control with amilatine asymmetric collapse       Yes       A         Able to keep course       Yes       A         Trim speed spin tendengeed side possible in 10 s       Yes       A         Spin occurs       No       More than 50 % of the symmetric control travel       A         If. Trim speed spin tendengy       No       No       No       A         Spin occurs       No       No       No       A         18. Recovery from a developd spin       No       No       No       A         19. B-line stall       Change of course less than 45°       Change of course less than 45°       A         Change of course before release       Remains stable with straight span       A       No       A         20. Big ears       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       Spontaneous in less than 3 s       A         20. Big ears       Standard technique       A       Spontaneous in less than 3 s       A         Dive forward angle on exit       Dive forward 0° to 30°       A       Spontaneous in less than 3 s       A         Dive forward angle on exit						
15. Directional control with a maintained asymmetric collapse A mount of control range between turn and stall or spin       Yes       A         16. Trim speed spin fendency       Yes       A         71. Low speed spin fendency       No       A         76. Trim speed spin fendency       No       A         77. Low speed spin fendency       No       A         78. Recovery from a developed spin       No       A         79. Beine stall       Spin occurs       No       A         79. Beine stall       Change of course before release       Change of course best han 90°       A         19. Beine stall       Change of course before release       Change of course best han 45°       A       Change of course best han 90°       A         19. Beine stall       Change of course best na 45°       A       Change of course best han 45°       A       Change of course best han 45°       A       No       A       No       A       Spontancous in less than 90°       A       Spontancous in less than 90°       A       No       A       Spontancous in less than 90°       A       Spontancous in less than 90°       A       Spontancous in less than 90° </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
Able to keep course in the callage adde possible 10 s Vess A A Ves A Anount of control range between turn and stall or spin More than 50 % of the symmetric control travel A More than 5			No	Α	No	A
180° turn aives from the collapsed side possible in 10 s     Yes     A     Yes     A     Yes     A       16. Trim speed spin tendency     More than 50 % of the symmetric control travel     A     More than 50 % of the symmetric control travel     A       16. Trim speed spin tendency     No     A     No     A       25. In cours     No     No     A       17. Low speed spin tendency     No     A     No     A       25. Cascade occurs     No     A     No     A       18. Recovery from a developed spin     T     T     T     A     No     A       19. E- Cascade occurs     No     No     A     No     A       19. E- Cascade occurs     No     A     Remains stable with straight span     A       Recovery     Spontaneous in less than 3 s     A     A       Dive forward angle on exit     Dive forward of to 30°     A     No     A       20. Eascade occurs     No     No     A     Spontaneous in less than 3 s     A       21. Big eas in accelerated flight     A     Spontaneous in less than 3 s     A       20. Spontaneous in less than 3 s     A     Spontaneous in less than 3 s     A       21. Big eas in accelerated flight     A     Spontaneous in less than 3 s     A	15. Directiona	· · ·				
Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs Amount of control travel Spin occurs Amount of control travel Amount of controls Amount						
<ul> <li>15. Trim speed spin tendency Spin occurs</li> <li>No</li> <li>No</li> <li>A</li> <li>A</li></ul>			Yes	Α	Yes	Α
Spin occursNoANoA17. Low speed spin occursNoANoA18. Recovery from a developed spin		Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
17. Low speed spin tendency       No       A         Spin occurs       No       A         18. Recovery from a developed spin       Spin rotation angle after release       Stops spinning in less than 90°       A         Spin rotation angle after release       No       A       No       A         19. B-line stall       Spin rotation angle after release       Change of course less than 45°       A       Change of course less than 45?       A         Recovery       Spontaneous in less than 3 s       A       Remains stable with straight span       A         Recovery       Spontaneous in less than 3 s       A       Remains stable with straight span       A         Que forward angle on exit       Dive forward 0° to 30°       A       Dive forward 0° to 30°       A         Que forward angle on exit       Dive forward 10° to 30°       A       No       A         Penderiver during big ears       Stable flight       A       Spontaneous in less than 3 s       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       Spontaneous in less than 3 s       A         Recovery       Spontaneous in less than 3 s       A       Spontaneous in less than 3 s	16. Trim spee	ed spin tendency				
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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         19. B-line stall	17. Low spee	d spin tendency				
Spin rotation angle after releaseStops spinning in less than 90°AStops spinning in less than 90°A10. B-Line stallChange of course before releaseChange of course less than 45°ANoA11. B-Line stallChange of course before releaseRemains stable with straight spanARemains stable with straight spanA11. Behaviour before releaseRemains stable with straight spanARemains stable with straight spanARecoverySpontaneous in less than 3 sADive forward 0° to 30°A12. Big earsNoANoA20. Big earsStable flightAStable flightARecoverySpontaneous in less than 3 sAStable flightADive forward 0 angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward 10 gie on exitDive forward 0° to 30°ADive forward 0° to 30°ALing ears in accelerated flightAStable flightAStable flightA22. Behaviour during big earsStable flightAStable flightA23. Atternative mediately after rel		Spin occurs	No	А	No	А
Spin rotation angle after releaseStops spinning in less than 90°AStops spinning in less than 90°A10. B-Line stallChange of course before releaseChange of course less than 45°ANoA11. B-Line stallChange of course before releaseRemains stable with straight spanARemains stable with straight spanA11. Behaviour before releaseRemains stable with straight spanARemains stable with straight spanARecoverySpontaneous in less than 3 sADive forward 0° to 30°A12. Big earsNoANoA20. Big earsStable flightAStable flightARecoverySpontaneous in less than 3 sAStable flightADive forward 0 angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward 10 gie on exitDive forward 0° to 30°ADive forward 0° to 30°ALing ears in accelerated flightAStable flightAStable flightA22. Behaviour during big earsStable flightAStable flightA23. Atternative mediately after rel	18. Recovery	from a developed spin				
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         Cascade occurs       No       A       Dive forward angle on exit       Dive forward 0° to 30°       A         Cascade occurs       No       A       Dive forward 0° to 30°       A       No       A         20. Big ears       Stable flight       A       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         21. Big ears in accelerated flight       A       Stable flight       A       Spontaneous in less than 3 s       A         Behaviour during big ears       Stable flight       A       Stable flight       A       Spontaneous in less than 3 s       A         Behaviour during big ears			Stops spinning in less than 90°	А	Stops spinning in less than 90?	А
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         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         Cascade occurs       No       A       No       A         20. Big ears       Entry procedure       Standard technique       D       Dedicated controls       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         Entry procedure       Standard technique       A       Dive forward 0° to 30°       A       Dive forward 0° to 30°       A         Entry procedure       Standard technique       A       Dedicated controls       A       A         Recovery       Spontaneous in less than 3 s       A       Spontaneous in less than 3 s       A         Dive forward 0° to 30°       A       Dive forw						
Behaviour before releaseRemains stable with straight spanARemains stable with straight spanARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward ongle on exitDive forward 0° to 30°ADive forward 0? to 30?A20. Big earsEntry procedureStandard techniqueABehaviour during big earsStable flightARecoverySpontaneous in less than 3 sASbontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADecloated controlsA21. Big ears in accelerated flightStable flightASpontaneous in less than 3 sARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sAARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightStable flightASpontaneous in less than 3 sARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°AStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°AStable flightAZ2. Behaviour exiting a steap spiralLess than 720°, spontaneous recoveryAStable flightA <td>19. B-line sta</td> <td>all second s</td> <td></td> <td></td> <td></td> <td></td>	19. B-line sta	all second s				
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Dive forward angle on exit Cascade occursDive forward 0° to 30° NoADive forward 0° to 30° AADive forward 0° to 30° AAA20. Big earsEntry procedure Behaviour during big earsStable flight Stable flightAStable flight AAStable flight AARecovery Dive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightEntry procedure Behaviour during big earsStable flight Stable flightAStable flight AA21. Big ears in accelerated flightStable flight Dive forward on the stable flightADive forward 0° to 30°A21. Big ears in accelerated flightStable flight Dive forward on during big ears Behaviour during big earsStable flight Stable flightAStable flight AARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sABehaviour immediately after releasing the accelerator while Stable flightStable flightAStable flightA22. Behaviour exiting a steep spiralLess than 720°, spontaneous recovery Sink rate when evaluating spiral stability [m/s]17 m/sItem sinceA23. Atternative means of directional controlNoNoANoA24. Any other flight procedure and/or configuration described in the user's manual Procedure works as describedNoNoANo24. Any other flight procedure stable for novice pilotsnot availa						
Cascade occursNoANoA20. Big earsStandard techniqueDedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightEntry procedureStandard techniqueADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°AStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A23. Behaviour immediately after releasing the accelerator whileStable flightAStable flightA23. Alternative means of directional controlTmHerseHerseHerseA23. Alternative means of directional controlYesANoA24. Any other flight procedure and/or configuration described in the user's manualTmYesANo24. Any other flight procedure works as describednot availablenot availablenot availa			•			
20. Big ears       Entry procedure       Standard technique       A       Dedicated controls       A         Behaviour during big ears       Stable flight       A       Stable flight       A         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       Standard technique       A       Dedicated controls       A         21. Big ears in accelerated flight       Entry procedure       Standard technique       A       Dedicated controls       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       Spontaneous in less than 3 s       A         Behaviour immediately after releasing the accelerator while       Stable flight       A       Stable flight       A         22. Behaviour immediately after releasing the accelerator while       Stable flight       A       Stable flight       A         23. Alternative means of directional control       Italie flight       Less than 720°, spontaneous recovery       A       Italie flight       A         180° turn achie		5				
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