## Flight test report

Manufacturer Niviuk Gliders

Address Air Games S.L, C/Doctore Cordina, 29 Bajos

17165 La Cellera de Ter Girona

Representive Olivier Nef Type of glider NK1 S not available Trimmer

PG 048.2007 Certification number Date of flight test 17/04/2007 Villeneuve Place of test



Claude Thurnheer

## Classification B

Test Pilot Seiko Fukuoka Harness sup air X alpe

Gin Genie III M 90 kg Total weight in flight 70 kg

InitiationTake-off   Ringing behaviour   Smooth, easy and constant rising   A   No   No   No   No   No   No   No			Min weight		Max weight	
Special taxed of technique required  No  3. Special taxed of the special taxed of the special tax of the special taxed of the	. Inflation/Tal	ke-off				
2. Landing Special landing technique required Special landing technique required 1. Special in straight flight Tim speed more than 30 km/h Speed range using the controls larger than 10 km/h Speed range using the controls larger than 10 km/h Speed range using the controls larger than 10 km/h Speed range using the controls larger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the controls larger than 10 km/h Speed range using the controls larger than 10 km/h Speed range using the controls larger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using the control sarger than 10 km/h Speed range using than 10 km/h Spee		Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special landing technique required  3. Special landing technique required  5. Special network pands with the special part of t		Special take off technique required	No	Α	No	Α
3. Speed in straight flight   Yes						
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With 50% collapse-Maximum dive forward or roll angle Change of course until re-inflation Re-inflation behaviour Spontaneous re-inflation A Total change of course Collapse on the opposite side occurs No Twist occurs No Cascade occurs 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° Spontaneous re-inflation A Less than 90°, Dive or roll angle 0° to 15° Spontaneous re-inflation A Less than 90°, Dive or roll angle 0° to 15° Spontaneous re-inflation A Less than 90°, Dive or roll angle 15° to 45° No No A No Less than 90°, Dive or roll angle 15° to 45° A Less than 90°, Dive or roll angle 15° to 45° A Less than 90°, Dive or roll angle 15° to 45°			wost line tight	Α	wost line tight	A
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Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation Total change of course Less than 360° A Collapse on the opposite side occurs No Twist occurs No Cascade occurs No 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 Spontaneous re-inflation Less than 360° No No No A No Cascade occurs No Less than 90°, Dive or roll angle 15° to 45° A Less than 90°, Dive or roll angle 15° to 45°			Loop than 00° Divo or roll angle 15° to 45°	۸	Loss than 00° Dive or rell angle 0° to 15°	۸
Total change of course  Collapse on the opposite side occurs  No  Twist occurs  No  Cascade occurs  With 75% collapse-Maximum dive forward or roll angle  Change of course until re-inflation  Less than 360°  A  No  No  No  A  No  Less than 360°  No  No  A  No  Less than 90°, Dive or roll angle 15° to 45°  A  Less than 90°, Dive or roll angle 15° to 45°						A A
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Twist occurs No A Cascade occurs No A No No No A No						A
Cascade occurs No A No  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 15° to 45°						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 15° to 45°						A
Change of course until re-inflation Less than 90°, Dive or roll angle 15° to 45° A Less than 90°, Dive or roll angle 15° to 45°				, <b>,</b>		^
3			Less than 90°. Dive or roll angle 15° to 45°	Α	Less than 90°. Dive or roll angle 15° to 45°	Α
		Re-inflation behaviour	Spontaneous re-inflation	Α	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 15° to 45� A Less than 90°, Dive or roll angle 0° to 15°				Α	Less than 90°, Dive or roll angle 0° to 15°	Α
Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation						Α
Total change of course Less than 360° A Less than 360°		Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs No A No		Collapse on the opposite side occurs	No	Α	No	Α

	Turiet assure	Ne	٨	No	۸
	Twist occurs	No		No	A
	Cascade occurs	No	Α	No	Α
	With 75% collapse and accelerator-Maximum dive forward of			Learning 000 Diverse and 450 to 45" 1/	
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45�		Less than 90°, Dive or roll angle 15° to 45�	Α
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
	Total change of course	Less than 360°	Α	Less than 360°	Α
	Collapse on the opposite side occurs	No	Α	No	Α
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	Α	No	Α
15. Direction	al control with a maintained asymmetric collapse				
	Able to keep course	Yes	Α	Yes	Α
	180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
	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
16. Trim spe	ed spin tendency				
	Spin occurs	No	Α	No	Α
17. Low spee	ed spin tendency				
	Spin occurs	No	Α	No	Α
18. Recovery	y from a developed spin				
	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
	Cascade occurs	No	Α	No	Α
19. B-line sta	all				
	Change of course before release	Change of course less than 45°	Α	Change of course less than 45°	Α
	Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Cascade occurs	No	Α	No	Α
20. Big ears					
	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears	in accelerated flight				
_	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in 3 s to 5 s	Α	Spontaneous in 3 s to 5 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Behaviour immediately after releasing the accelerator while	Stable flight	Α	Stable flight	Α
22. Behaviou	ur exiting a steep spiral			•	
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°,spontaneous recovery	Α
	Sink rate when evaluating spiral stability [m/s]	15 m/s		18 m/s	
23. Alternativ	ve means of directional control				
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	Α
24. Any othe	r flight procedure and/or configuration described in the us	- · · ·			
,	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			- 0		U
	Comments	no		no	



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