Flight test report

 Manufacture
 Ozone Gliders

 Address
 2, Queens Drive

 LA46LN
 UK

 Representive
 Dagault David

 Type of glider
 Roadster L

 Trimmer
 Closed trimmer

Certification number Date of flight test Place of test PG 084.2007 07/11/2007 Villeneuve



Classification C

Test Pilot Alain Zoller Harness Sol Paragliders - Slider L Total weight in flight 95 kg Claude Thurnheer Advance Bi-pro 140 kg

4 1-0-1 -		Min weight		Max weight	
1. Inflation/Ta	a ke-off Rising behaviour	Smooth, easy and constant rising	А	Smooth, easy and constant rising	A
	Special take off technique required	No	А	No	A
2. Landing	Special landing technique required	No	Δ	No	A
3. Speed in s		NO	A	NO	-
	Trim speed more than 30 km/h	Yes	А	Yes	A
	Speed range using the controls larger than 10 km/h	Yes	Α	Yes	A
	Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h	E
. Control mo	ovement Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	not available	0	not available	
	Max. weight in flight 80 kg to 100 kg	not available	0	not available	
	Symmetric control pressure/travel	Increasing, Greater than 60 cm	А	not available	
	Max. weight in flight greater than 100 kg				
	Symmetric control pressure/travel	not available	0	Increasing, Greater than 65 cm	A
. Pitch stabi	lity exiting accelerated flight Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	A
	Collapse occurs	No	A	No	Ā
. Pitch stabi	lity operating controls during accelerated flight		~		,
	Collapse occurs	No	А	No	A
. Roll stabili	ty and damping				
	Oscillations	Reducing	A	Reducing	A
. Stability in	gentle spirals	Spontanoous avit	٨	Spontaneous exit	A
Behaviour	Tendency to return to straight flight in a steeply banked turn	Spontaneous exit	A	Spondieous exit	F
. Senavioar	Sink rate after two turns	More than 14 m/s	в	More than 14 m/s	E
0. Symmetri	c front collapse				
	Entry	Rocking back less than 45°	А	Rocking back less than 45°	A
	Recovery	Spontaneous in 3 s to 5 s	В	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 With accelerator	No	A	No	A
	Entry	Rocking back less than 45°	А	Rocking back less than 45°	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	Á
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	А	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	Α	No	A
1. Exiting de	eep stall (parachutal stall)			Ma a	
	Deep stall achieved Recovery	Yes Spontaneous in less than 3 s	A A	Yes Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0°to 30°	Ā
	Change of course	Changing course less than 45°	A	Changing course less than 45°	A
	Cascade occurs	No	Α	No	A
2. High angl	e of attack recovery				
	Recovery	Spontaneous in less than 3 s		not available	
2 Basavary	Cascade occurs from a developed full stall	No	A	not available	
5. Recovery	Dive forward angle on exit	Dive forward 0°to 30°	А	Dive forward 30°to 60°	E
	Collapse	No collapse	A	No collapse	Ā
	Cascade occurs (other than collapse)	No	А	No	A
	Rocking back	Less than 45°	А	Less than 45°	A
4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Line tension	Most line tight	A	Most line tight	A
4. Asymmet	ric collapse With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	Less than 90°, Dive or roll angle 15° to 45°	A
	Re-inflation behaviour	Spontaneous re-inflation	Â	Spontaneous re-inflation	Ā
	Total change of course	Less than 360°	A	Less than 360°	,
	Collapse on the opposite side occurs	No	А	No	A
	Twist occurs	No		No	A
	Cascade occurs	No	A	No	A
	With 75% collapse-Maximum dive forward or roll angle Change of course until re-inflation	90° to 180°, Dive or roll angle 15° to 45°	в	90° to 180°, Dive or roll angle 15° to 45°	E
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	Á
	Total change of course	Less than 360°	A	Less than 360°	Á
	Collapse on the opposite side occurs	No	А	No	A
	Twist occurs	No	А	No	1
	Cascade occurs	No	А	No	A
	With 50% collapse and accelerator-Maximum dive forward or			Loss than 00% Dive as all such 15% to 15%	
	Change of course until re-inflation Re-inflation behaviour	Less than 90°, Dive or roll angle 15° to 45°	A		A
	Total change of course	Spontaneous re-inflation Less than 360°	A A	Spontaneous re-inflation Less than 360°	A A
					A
	Collapse on the opposite side occurs	No	A	No	

Cascade occurs No A No A With 75% collages and accelerator-Maximum Work on variable 0° to 180°, Dive or roll angle 60° to 90° C 80° to 180°, Dive or roll angle 45° to 60° C Re-inflation behaviour Spontaneous re-inflation A No A Collages on the coposite side occurs No A No A Collages on the coposite side occurs No A No A Collages on the coposite side occurs No A No A Cascade occurs No A Yes Yes A Cascade occurs No A No A No Cascade occurs No A No A No Cascade occurs No A No A No Cascade occurs No A No A No A Cascade occurs No <th></th> <th>Twist occurs</th> <th>No</th> <th>۸</th> <th>No</th> <th>۸</th>		Twist occurs	No	۸	No	۸
Wint 75% collapse and accelerator-Maximum dive forward or roll angle 60° to 90° to 180°, Dive or roll angle 45° to 60° CSo the set of 50° CAARe-inflation behaviourSpontaneous re-inflationASpontaneous re-inflationAAACollapse on the opposite side occursNoANoANoACollapse on the opposite side occursNoANoAACollapse on the opposite side occursNoANoACollapse on the opposite side occursNoANoACollapse on the opposite side occursNoANoACollapse on the opposite side possible in 10° VesANoAAble to keep ocurseYesAYesAAmount of control range between turn and stall or spinNoANoAControl of the appendent of turn away from the collapsed side possible in 00°YesNoASpin occursNoANoANoASpin occursNoANoANoAControl angle after releaseStops spinning in less than 90°ANoASpin rotation angle after releaseChange of course less than 45°ANoASpontaneous in less than 3 sANoANoASpontaneous in less than 3 sANoANoASpontaneous in less than 3 sANoA<						A
Change of course unit lat-inflation 0° to 1° 180°, Dive or old angle 6° to 9° C 60° to 180°, Dive or roll angle 45° to 60° C Reinflation behaviour Spontaneous reinflation 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 Collapse on the opposite side occurs No A No A Collapse on the opposite side occurs No A No A Collapse on the opposite side occurs No A No A Collapse of the opposite side occurs No A No A Collapse of the opposite side occurs No A No A Collapse of the opposite side occurs No A Yes A Alter of the opposite side occurs No A Yes A State occurs No A No A State occurs				А	NO	A
Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A Total change of course No A No A Collapse on the opposite side occurs No A No A Collapse on the opposite side occurs No A No A Collapse on the opposite side occurs No A No A Directional control with a maintained asymmetric collapse Yes A No A Able to keep course Yes A Yes A Amount of control range between turn and stall or spin Yes A More than 50 % of the symmetric control travel A Spin accurs No A No A A Recovery from a developed spin Turn speed spin tendency B Spontaneous han 90° A Recovery from a developed spin Spontaneous in stato 5 % No A No A 19. Brien stall Change of course before release Change of course less than 45° A No No A 20. Big ears Dire toward spie on exit Dire toward spie on exit <t< td=""><td></td><td></td><td></td><td>c</td><td>00° to 180°. Divo or roll angle 45° to 60°</td><td>C</td></t<>				c	00° to 180°. Divo or roll angle 45° to 60°	C
Total change of courseLess than 360°ALess than 360°ACalascade occursNoANoATwist occursNoANoACalascade occursNoANoA15. Directional control with a maintained asymmetric collapseYesAYesAAble to keep courseYesAYesAYesA16. Tim speed spin tendencyNoANoAA17. Low speed spin tendencyNoANoAA18. Recovery from a developed spinNoANoAA19. Brien stallCalacade occursNoANoA19. Brien stallNoANoAAACalcade occursNoANoAAA19. Brien stallCalacade occursNoANoA19. Brien stallCalacade occursNoAAAACalacade occursNoANoAAA19. Brien stallCalacade occursNoAAAAA19. Brien stallCalacade occursNoAAA <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td></td<>						
Collapse on the opposite side occurs No A No A Tvist occurs No A No A 15. Directional control with a maintained asymmetric collapse Yes A Yes A 16. Trium savel from the collapsed side possible in 0's Yes A Yes A 16. Trium savel from the collapsed side possible in 0's Yes A Yes A 16. Trium savel from the collapsed side possible in 0's Yes A A Yes A 16. Trium savel from the collapsed side possible in 0's No A No A A 17. Low speed spin tendency No A No A <			•			
Twist occurs No A No A No A No A Cascade occurs No A No A No A Able to keep course Yes A Yes A Yes A Able to keep course Yes A Yes A More than 50% of the symmetric control travel A 16. Tim speed spin tendency No A No A A Spin occurs No A No A No A 17. Low speed spin tendency No A No A No A Spin occurs No A No No A No A 18. Recovery from a developed spin Gascade occurs No A No A No A 19. B-line stall Cascade occurs No A No A No A A A A A A A A A A A A A A A A A A A						
Cascade occurs No No No No 5. Directional control with a mathained asymetric collapse Yes A Able to keep course Yes A 16. Triun savel from the collapsed side possible it 0 Yes A Anount of control with a mathained asymetric collapse More than 50 % of the symmetric control travel A Is. Triun savel fast pin tendency No No No 18. Recovery na doveloped spin No No A 19. Beline stall Change of course less than 45° A No A 19. Beline stall Change of course less than 45° A No A 19. Beline stall Change of course less than 45° A No A 19. Beline stall Change of course less than 45° A No A 19. Beline stall Change of course less than 45° A No A 20. Big ears Entry procedure Remains stable with straight span A No No A 20. Big ears Entry procedure Dedicated controls A Spontaneous in less than 3 s A 21. Big cars in accelerated flight Spontaneous in less than 3 s A Spontaneous in less than 3 s A 21. Big cars in ac						
15. Directional control with a maintained asymmetric collapse Yes A Albo to keep course Yes A 160" turn away from the collapsed side possible in 10 s Yes A Annount of control range between turn and stall or spin More than 50 % of the symmetric control travel A 16. Trim speed spin tendency No A Nore than 50 % of the symmetric control travel A 17. Low speed spin tendency No A No A 17. Low speed spin tendency No A No A 18. Recovery from a developed sin T Spin rotation angle after release Stops spinning in less than 90" A No A 19. Beine stall Change of course before release Change of course before release Remains stable with straight span A not available 0 0. be forward angle on exit Dive forward 0* to 30" A not available 0 0 20. Big ars Entry procedure Bedinated controls A Spontaneous in less than 3 s A 21. Big ars in accelerated flight Dive forward 0* to 30" A Spontaneous in less than 3 s A 20. Big ars <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
Able to keep course Yes A Yes A Able to keep course A Yes A Amount of control range between turn and stall or spin More than 50 % of the symmetric control travel A Spin occurs No A Spin occurs No A Spin occurs No A Spin occurs No A 18. Recovery from a developed spin Stops spinning in less than 90° A 18. Recovery from a developed relase Change of course less than 45° A No 19. B-line stall No A No A 19. B-line stall Dive forward of to 30° A No A 20. Big ears Entry procedure Spontaneous in 3 sto 5 s B not available 0 20. Big ears Entry procedure Spontaneous in less than 3 s A Stable flight A 21. Big ears Entry procedure Spontaneous in less than 3 s A Spontaneous in less than 3 s A 21. Big ears Entry procedure Spontaneous in less than 3 s A Spontaneous in less than 3 s A </td <td></td> <td></td> <td>No</td> <td>A</td> <td>No</td> <td>A</td>			No	A	No	A
180* turn avex from the collapsed side possible in 10 s Yes A Yes A Yes A Yes A More than 50 % of the symmetric control travel A 16. Trim speed spin tendency No A No A 35 (n accuars No A No A 17. Low speed spin tendency No A No A 35 (n accuars No A No A 18. Recovery from a developed spin A Stops spinning in less than 90° A No A 19. Beine stall Change of course before release Change of course before release A not available O 19. Beine stall Change of course before release Remains stable with straight spin A A not available O 20. Big ers Scacade occurs No A No No 21. Big ers in accelerated flight A Stable flight A 21. Big ers in accelerated flight Dedicated controls A Stable flight A 21. Big ers in accelerated flight Dedicated controls A Stable flight A 21. Big ers in accelerated flight A Stable flight A A 21. Big ers in accelerated flight A Stable flight	15. Direction					
Amount of control range between turn and stall or spin for trainage depin tendency Spin occurs No 17. Low speet spin tendency Spin occurs Spin rotation angle after release Change of course before release Relaviour before release Relaviour before release Change of course before release Change of course before release Change of course before release Relaviour before release Relaviour before release Relaviour before release Change of ourse before release Relaviour during big ears Stable flight Recovery Spontaneous in less than 3 s A Dive forward angle on exit Dive forward of to 30° A Stable flight A Recovery Spontaneous in less than 3 s A Spontaneous en less than 3 s A Spontaneous en						
16. Trin speed spin tendency Spin occurs No A 17. Low speed spin tendency Spin occurs No A 18. Recovery from a developed spin Stops spinning in less than 90° A 19. Beline stall Stops cours No A 19. Beline stall Change of course before release Change of course less than 45° A 19. Beline stall Change of course before release Change of course less than 45° A 19. Beline stall Change of course before release Remains stable with straight span A not available 0 20. Big ears Entry procedure Deve forward angle on exit Dive forward 0° to 30° A No not available 0 20. Big ears Entry procedure Dedicated controls A Scontaneous in 18 stalls A<						
Spin occurs No A No A 17. Low speed spin tendency Spin occurs No A Spin occurs No A No A 18. Recovery from adveloped spin Stops spinning in less than 90° A Stops spinning in less than 90° A 18. Recovery No A No A No A 19. B-line stall Change of course before release Change of course less than 45° A not available 0 Behaviour before release Remains stable with straight span A not available 0 Otive forward angle on exit Dive forward 0° to 30° A not available 0 Otive forward angle on exit Dive forward 0° to 30° A Inst available 0 20. Big ears Entry procedure Dedicated controls A Dedicated controls A Spontaneous in less than 3 s A 21. Big ears in accelerated flight Entry procedure Dedicated controls A Dedicated controls A Behaviour direduality Atter releasing the accelerator while Spontaneous in less than 3 s A Spontaneous in less than 3 s			More than 50 % of the symmetric control travel	Α	More than 50 % of the symmetric control travel	A
17. Low speed spin focurs No A Spin occurs No A 18. Recovery from a developed spin Stops spinning in less than 90° A Spin ottation angle after release Stops spinning in less than 90° A 19. Belne stall No No A 19. Belne stall Change of course before release Change of course less than 45° A not available 0 19. Belne stall Change of course before release Remains stable with straight span A not available 0 Otive forward angle on exit Dive forward ong to not available 0	16. Trim spee					
Spin occursNoANoA18. Recovery from a developed spin			No	Α	No	A
18. Recovery from a developed spin Stops spinning in less than 90° A Stops spinning in less than 90° A 19. Beline stall	17. Low spee					
Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A 19. B-line stall Change of course before release Change of course less than 45° A No A Behaviour before release Remains stable with straight span A not available 0 Behaviour before release Remains stable with straight span A not available 0 Dive forward angle on exit Dive forward 0° to 30° A not available 0 Cascade occurs No A Stable flight A Stable flight A Behaviour during big ears Stable flight A Stable flight A Stable flight A Benaviour during big ears Stable flight A Stable flight A Stable flight A Benaviour during big ears Stable flight A Stable flight A Stable flight A Entry procedure Dedicated controls A Stable flight A Stable flight A Recovery Spontaneous in less than 3 s A Stable flight A Stable flight		•	No	А	No	A
Cascade occurs No A No A 19. B-line stall Change of course before release Change of course less than 45° A not available 0 Behaviour before release Remains stable with straight span A not available 0 Dive forward angle on exit Dive forward 0° to 30° A not available 0 Cascade occurs No A not available 0 Cascade occurs No A not available 0 Cascade occurs No A not available 0 20. Big ears Entry procedure Dedicated controls A A Spontaneous in less than 3 s A Behaviour dring big ears Stable flight A Spontaneous in less than 3 s A Procedure Dedicated controls A Dive forward 0° to 30° A 21. Big ears in accelerated flight A Spontaneous in less than 3 s A Behaviour dring big ears Stable flight A Spontaneous in less than 3 s A Behaviour dring big ears Stable flight A Spontaneous in less than 3 s	18. Recovery					
19. B-line stall Change of course before release Change of course less than 45° A not available O Behaviour before release Remains stable with straight span A not available O Recovery Spontaneous in 3 s to 5 s B not available O Cascade occurs No A not available O 20. Big ears Entry procedure Dedicated controls A Stable flight A Recovery Spontaneous in less than 3 s A Stable flight A Stable flight A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Spontaneous in less than 3 s A 21. Big ears in accelerated flight Entry procedure Dedicated controls A Dedicated controls A Behaviour during big ears Stable flight A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° Dive forward 0° to 30° A Dive forward 0° to 30° A Dive forward 0° to 30° A 22. Behaviour during big ears Stable flight A Spontaneous in less			Stops spinning in less than 90°			
Change of course before releaseChange of course less than 45°Anot availableOBehaviour before releaseRemains stable with straight spanAnot availableODive forward angle on exitDive forward 0° to 30°Anot availableOCascade occursNoAnot availableOCascade occursNoAnot availableO20. Big earsEntry procedureDedicated controlsADedicated 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 procedureDedicated controlsAStable flightABehaviour during big earsStable flightAStable flightAStable flightABehaviour during big earsStable flightAStable 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 flightStable flightAStable flightABehaviour inmediately after releasing the accelerator whileStable flightADive forward 0° to 30°A22. Behaviour exiting a steep spiralContaneous exitA<			No	Α	No	A
Behaviour before release Remains stable with straight span A not available 0 Recovery Spontaneous in 3 s to 5 s B not available 0 Cascade occurs No A not available 0 20. Big ears Entry procedure Dedicated controls A No A Stable flight A Behaviour during 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 Dedicated controls A Spontaneous in less than 3 s A Recovery Spontaneous in less than 3 s 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 Dev forward 0° to 30° A Spontaneous in less than 3 s A Behaviour during big ears Stable flight A Stable flight A	19. B-line sta	III				
RecoverySpontaneous in 3 s to 5 sBnot availableODive forward angle on exitDive forward 0° to 30°Anot availableOCascade occursNoAnot availableO20. Big earsEntry procedureDedicated controlsAStable flightABehaviour during big earsStable flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sAADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightEntry procedureDedicated controlsAARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDedicated controlsADive forward 0° to 30°AEntry procedureDedicated controlsAStable 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 flightA22. Behaviour writing a steep spiralTuru angle to recover normal flightLess than 720°, spontaneous recoveryA23. Alternative means of directional controlVesANoA24. Any other flight procedure and/or configuration described in the user's manualTuru angle to novice pilots </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td>						0
Dive forward angle on exit Cascade occursDive forward 0° to 30° NoA Nonot availableO O or available20. Big earsEntry procedure Behaviour during big earsDedicated controlsA Stable flightDedicated controlsA Stable flightDedicated controlsA Stable flightDedicated controlsA Stable flightA Stable flightA Stable flightA Stable flightDedicated controlsA Stable flightA Stable flightA Stable flightA Stable flightA Stable flightA Dive forward 0° to 30°A21. Big ears in accelerated flightEntry procedure Behaviour during big earsDedicated controlsA Stable flightA Stable flightA Stabl		Behaviour before release	Remains stable with straight span			0
Cascade occursNoAnot availableO20. Big earsEntry procedureDedicated controlsADedicated 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 procedureDedicated controlsADedicated controlsAEntry procedureDedicated controlsADedicated controlsAABehaviour 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°ABehaviour immediately after releasing the accelerator whileStable flightAStable flightAZ2. Behaviour exiting a steep spiralTendency to return to straight flightLess than 720°, spontaneous recoveryASpontaneous recoveryAZ3. Alternative means of directional controlYesANoAA24. Any other flight procedure works as describednot availablenot availablenot availableOProcedure works as describednot availablenot availablenot availableOnot availableO23. Alternative means of directional controlnot availableNoAD		Recovery	Spontaneous in 3 s to 5 s	В	not available	0
20. Big ears Entry procedure Dedicated controls 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 Dedicated controls A Entry procedure Dedicated controls A Spontaneous in less than 3 s 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 exiting a steep spiral Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 23. Alternative means of directional control Mo A No A No A 24. Any other flight or sovice pilots No A No <		Dive forward angle on exit	Dive forward 0° to 30°	Α	not available	0
Entry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADedicated controlsA21. Big ears in accelerated flightDedicated controlsADedicated controlsAEntry procedureDedicated controlsAStable flightABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°AStable flightABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°AStable flightA22. Behaviour immediately after releasing the accelerator whileStable flightAStable flightA23. Alternative means of directional controlLess than 720°, spontaneous recoveryA20 m/s20 m/s23. Alternative means of directional controlVesANoA24. Any other flight procedure and/or configuration described in the user's manualNoANoAProcedure works as describednot availablenot available0not available0		Cascade occurs	No	Α	not available	0
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 onge 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 Dive forward 0° to 30° A Behaviour during big ears Stable flight A Stable flight A Recovery Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A Stable flight 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 Less than 720°, spontaneous recovery A Less than 720°, spontaneous recovery A Stable flight A Yes A Ves A 310° turn achievable in 20 s Yes A No A 310° turn achievable in 20 s Yes A No A 32. Alterenative means of directional control	20. Big ears					
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 Dive forward 0° to 30° A Entry procedure Dedicated controls 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 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 Less than 720°, spontaneous recovery A Less than 720°, spontaneous recovery A 180° turn achievable in 20 s Yes A Yes Yes A 24. Any other flight procedure and/or configuration described in the user's manual No A No A Procedure works as described not available 0 not		Entry procedure	Dedicated controls	А	Dedicated controls	Α
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 Dedicated controls A Entry procedure Dedicated controls A Dedicated controls 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 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 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] 20 m/s 20 m/s 20 m/s 20 m/s 20 m/s 23. Alternative means of directional control Turn achievable in 20 s Yes A No A No A No A Dive forward 0° to 30° A No <td< td=""><td></td><td>Behaviour during big ears</td><td>Stable flight</td><td>Α</td><td>Stable flight</td><td>Α</td></td<>		Behaviour during big ears	Stable flight	Α	Stable flight	Α
21. Big ears in accelerated flight Dedicated controls A Entry procedure Dedicated controls A Behaviour during big ears Stable flight A Recovery Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A Behaviour immediately after releasing the accelerator while Stable flight A Z2. Behaviour exiting a steep spiral Tendency to return to straight flight Less than 720°, spontaneous recovery A Tendency to return to straight flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous recovery A Sink rate when evaluating spiral stability [m/s] 20 m/s 20 m/s 20 m/s 20 m/s 23. Alternative means of directional control Tencedure and/or configuration described in the user's manual No A No A Procedure works as described not available 0 not available 0 0 not available 0 Procedure suitable for novice pilots not available 0 not available 0 not available 0 not available 0 Comments of test pilot Tencedure suitabl		Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Entry procedure Dedicated controls 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 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 180° turn achievable in 20 s Yes A Yes Yes A 21. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available 0 not available 0 Procedure works as described not available 0 not available 0 not available 0 Cacacade occurs not available 0 not available 0 not available <td< td=""><td></td><td>Dive forward angle on exit</td><td>Dive forward 0° to 30°</td><td>А</td><td>Dive forward 0° to 30°</td><td>Α</td></td<>		Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	Α
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 ongle 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 Fendency 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 180° turn achievable in 20 s Yes A Yes Yes A 24. Any other flight procedure and/or configuration described in the user's manual No A No A Procedure works as described not available not available not available 0 not available 0 Cascade occurs not available 0 not available 0 not available 0 Cascade occurs not available 0 not available 0 not available 0	21. Big ears i	in accelerated flight				
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 Tendency to return to straight flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous exit A Sink rate when evaluating spiral stability [m/s] 20 m/s 20 m/s 20 m/s 23. Alternative means of directional control Tendency to return to straight flight Less than 720°, spontaneous recovery A 180° turn achievable in 20 s Yes A No A 24. Any other flight procedure and/or configuration described in the user's manual Tot available not available not available 0 Procedure works as described not available 0 not available 0 not available 0 Caccade occurs not available 0 not available 0 not available 0		Entry procedure	Dedicated controls	Α	Dedicated controls	Α
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 3. Alternative means of directional control		Behaviour during big ears	Stable flight	Α	Stable flight	Α
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 23. Atternative means of directional control 20 m/s 20 m/s 20 m/s 23. Atternative means of directional control Yes 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 works as described not available 0 not available 0		Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
22. Behaviour exiting a steep spiral Tendency to return to straight flight Spontaneous exit A Spontaneous exit A Less than 720°, spontaneous recovery A Less than 720°, spontaneous recovery Comments of test pilot A Spontaneous exit A Spontaneous exit A Less than 720°, spontaneous recovery A Less than 720°, spontaneous exit A 23. Alternative means of directional control Ten achievable in 20 s Yes 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 n		Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
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 23. Alternative means of directional control 30 m/s 20 m/s 20 m/s 24. Any other flight procedure and/or configuration described in the user's manual No A No A Procedure suitable for novice pilots not available 0 not available 0 0 Cascade occurs not available 0 not available 0 0 0 Comments of test pilot Hest pilot Hest pilot 0 No 0 0		Behaviour immediately after releasing the accelerator while	Stable flight	Α	Stable flight	Α
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] 20 m/s 20 m/	22. Behaviou	r exiting a steep spiral				
Sink rate when evaluating spiral stability [m/s] 20 m/s 20 m/s 23. Alternative means of directional control 180° turn achievable in 20 s Yes A Stall or spin occurs 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 Cascade occurs not available 0 not available 0 Comments of test pilot Comments of test pilot 0		Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
23. Alternative means of directional control Yes A 180° turn achievable in 20 s Yes A Stall or spin occurs No A 24. Any other flight procedure and/or configuration described in the user's manual not available 0 Procedure works as described not available 0 not available 0 Cascade occurs not available 0 not available 0 Comments of test pilot Cascade occurs Not available 0			Less than 720°, spontaneous recovery	А	Less than 720°, spontaneous recovery	А
23. Alternative means of directional control Yes A 180° turn achievable in 20 s Yes A Stall or spin occurs No A 24. Any other flight procedure and/or configuration described in the user's manual not available 0 Procedure works as described not available 0 not available 0 Cascade occurs not available 0 not available 0 Comments of test pilot Cascade occurs Not available 0		Sink rate when evaluating spiral stability [m/s]	20 m/s		20 m/s	
Stall or spin occurs No A No A 24. Any other flight procedure and/or configuration described in the user's manual not available 0 not available 0 Procedure works as described not available 0 not available 0 0 Procedure suitable for novice pilots not available 0 not available 0 0 Cascade occurs not available 0 not available 0 0 Comments of test pilot Kest	23. Alternativ					
Stall or spin occurs No A No A 24. Any other flight procedure and/or configuration described in the user's manual not available 0 not available 0 Procedure works as described not available 0 not available 0 0 Procedure suitable for novice pilots not available 0 not available 0 0 Cascade occurs not available 0 not available 0 0 Comments of test pilot Kest		180° turn achievable in 20 s	Yes	А	Yes	А
24. Any other flight procedure and/or configuration described in the user's manual not available not available not available 0 Procedure works as described not available 0 not available 0 0 Procedure suitable for novice pilots not available 0 not available 0 0 Cascade occurs not available 0 not available 0 Comments of test pilot Comments of test pilot Comments of test pilot Comments of test pilot		Stall or spin occurs	No	А	No	
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 0 not available 0	24. Any other		er's manual			
Procedure suitable for novice pilots not available 0 Cascade occurs not available 0 Comments of test pilot ot available 0	,			0	not available	0
Cascade occurs not available 0 not available 0 Comments of test pilot				Ő		Ő
Comments of test pilot				0		ő
	Comments o					
			no		B-line stall not possible	



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