Flight test report

Classification C

 Manufacturer
 Ozone Gliders

 Address
 2, Queens Drive

 LA46LN
 UK

 Representive
 None

 Type of glider
 Addict 2 XS

 Trimmer
 not available

Certification number Date of flight test Place of test PG 122.2008 09/02/2008 Villeneuve



Test Pilot Seiko Fukuoka Harness altiplume supair

Total weight in flight 57 kg

Philippe Dupont Sup'Air - Access S 70 kg

		Min weight		Max weight	
1. Inflation/Ta	lke-off				
	Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	A
	Special take off technique required	No	Α	No	A
2. Landing					
	Special landing technique required	No	A	No	A
3. Speed in st					
	Trim speed more than 30 km/h	Yes	A	Yes	Α
	Speed range using the controls larger than 10 km/h	Yes	A	Yes	Α
	Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control mo					
	Max. weight in flight up to 80 kg Symmetric control pressure/travel	Increasing, 40 cm to 55 cm	с	Increasing, Greater than 55 cm	А
	Max. weight in flight 80 kg to 100 kg	increasing, 40 cm to 55 cm	U	increasing, Greater than 55 cm	A
	Symmetric control pressure/travel	not available	0	not available	0
	Max. weight in flight greater than 100 kg	not available	0	not available	0
	Symmetric control pressure/travel	not available	0	not available	0
5. Pitch stabil	lity exiting accelerated flight		Ū		Ū
	Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	А
	Collapse occurs	No	А	No	А
6. Pitch stabil	lity operating controls during accelerated flight				
	Collapse occurs	No	Α	No	Α
7. Roll stabilit	ty and damping				
	Oscillations	Reducing	Α	Reducing	Α
8. Stability in	gentle spirals				
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour	in a steeply banked turn				
	Sink rate after two turns	More than 14 m/s	В	12 m/s to 14 m/s	A
10. Symmetrie	c front collapse				
	Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
	Recovery	Spontaneous in less than 3 s	A	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	No	A	No	A
	With accelerator	Backing back loss than 45%	А	Posking book loss than 45°	^
	Entry Recovery	Rocking back less than 45° Spontaneous in less than 3 s	A	Rocking back less than 45° Spontaneous in less than 3 s	A A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	Â	Dive foward 0°to 30°, Keeping course	Â
	Cascade occurs	No	Â	No	A
11. Exiting de	eep stall (parachutal stall)	110	~	110	~
	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°	Α	Changing course less than 45°	Α
	Cascade occurs	No	Α	No	Α
12. High angle	e of attack recovery				
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Cascade occurs	No	Α	No	Α
13. Recovery	from a developed full stall				
	Dive forward angle on exit	Dive forward 0°to 30°	A	Dive forward 0°to 30°	Α
	Collapse	No collapse	A	No collapse	Α
	Cascade occurs (other than collapse)	No	A	No	A
	Rocking back	Less than 45°	A	Less than 45°	A
14	Line tension	Most line tight	A	Most line tight	A
14. Asymmetr					
	With 50% collapse-Maximum dive forward or roll angle Change of course until re-inflation	90° to 180°. Divo or roll angle 15° to 45°	в	Less than 90°, Dive or roll angle 15° to 45°	^
	Re-inflation behaviour	90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation	В А	Spontaneous re-inflation	A 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 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°	в
				Spontaneous re-inflation	A
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-initiation	
	Re-inflation behaviour	Spontaneous re-inflation Less than 360°	A A	Less than 360°	
	Re-inflation behaviour Total change of course			•	Α
	Re-inflation behaviour	Less than 360°	А	Less than 360°	A A
	Re-inflation behaviour Total change of course Collapse on the opposite side occurs	Less than 360° No	A A	Less than 360° No	A A A
	Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs	Less than 360° No No No	A A A	Less than 360° No No	A A A
	Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs	Less than 360° No No No	A A A	Less than 360° No No	A A A A B
	Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward	Less than 360° No No No or roll angle	A A A A	Less than 360° No No No	A A A A
	Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward Change of course until re-inflation	Less than 360° No No or roll angle 90° to 180°, Dive or roll angle 15° to 45°	A A A B	Less than 360° No No 90° to 180°, Dive or roll angle 15° to 45°	A A A B

	Twist occurs	No	А	No	Α
	Cascade occurs	No	А	No	А
	With 75% collapse and accelerator-Maximum dive forward o	r 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 45° to 60°	С
	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	А	No	А
	Twist occurs	No	А	No	А
	Cascade occurs	No	А	No	А
15. Directiona	I control with a maintained asymmetric collapse				
	Able to keep course	Yes	А	Yes	А
	180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
	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 spee	d spin tendency				
	Spin occurs	No	А	No	А
17. Low speed	d spin tendency	110		110	
	Spin occurs	No	А	No	А
18. Recovery	from a developed spin				
,	Spin rotation angle after release	Stops spinning in 90°to 180°	С	Stops spinning in less than 90°	А
	Cascade occurs	No	Ă	No	A
19. B-line stal				110	
	Change of course before release	Change of course less than 45°	А	Change of course less than 45°	А
	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
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Cascade occurs	No	A	No	A
20. Big ears				110	~
Lo. Dig cuio	Entry procedure	Dedicated controls	А	Dedicated controls	А
	Behaviour during big ears	Stable flight	A	Stable flight	Â
	Recovery	Spontaneous in 3 s to 5 s	В	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	n accelerated flight	Dive forward of to 30	~	Dive forward of to 50	~
zi. Dig ears i	Entry procedure	Dedicated controls	А	Dedicated controls	А
	Behaviour during big ears	Stable flight	A	Stable flight	A
	Recovery	Recovery through pilot action in less than a	В	Spontaneous in less than 3 s	A
	Recovery	further 3 s	D	opontarieous in less than 5 s	~
	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
	Behaviour immediately after releasing the accelerator while	Stable flight	A	Stable flight	A
	maintaining big ears	Stable light		Stable light	~
22 Behaviour	r exiting a steep spiral				
ZZ. Denaviou	Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
	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]	16 m/s		16 m/s	~
22 Altornativ	e means of directional control	10 11/3		1011//S	
25. Alternative	180° turn achievable in 20 s	Yes	А	Yes	А
		No			
24 Any other	Stall or spin occurs		A	No	A
24. Any other	flight procedure and/or configuration described in the us Procedure works as described	not available	0	not available	0
					0
	Procedure suitable for novice pilots	not available	0		0
Commonte of	Cascade occurs	not available	0	not available	0
Comments of	•				
	Comments	no		no	



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