para-test.com

Paramania Team

1 rue Dufour, Grand Moiré

PG_0368.2010

08. 10. 2010

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer

Address

	Address	79600 Airvault France	Date of hight test		08. 10. 2010	
	Representative	None	Place of test		Villeneuve	
	Glider model	Revolution 2 29	Classification		С	
	Trimmer	no	Chaochiodalon		C	
		10				
		Test pilot	Thurnheer Claude		Zoller Alain	
		Harness	Sup' Air - Evo XC2 M		Gin Gliders - Gingo 2 L	
		Total weight in flight (kg)	•		140	
	1. Inflation/Take-off		A			
	Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique required 2. Landing		equired	No	А	No	А
		А				
		No	А	No	А	
	3. Speed in straight flight		В			
	Trim speed more than 30 ki	m/h	Yes	А	Yes	А
	Speed range using the cont	trols larger than 10 km/h	Yes	А	Yes	А
	Minimum speed		25 km/h to 30 km/h	В	Less than 25 km/h	А
	4. Control movement		Α			
	Max. weight in flight up to 8	0 kg				
	Symmetric control pressure / travel		not available	0	not available	0
	Max. weight in flight 80 kg to 100 kg					
	Symmetric control pressure	/ travel	Increasing / greater than 60 cm	А	not available	0
	Max. weight in flight greater					
	Symmetric control pressure / travel		not available	0	Increasing / greater than 65 cm	А
	5. Pitch stability exiting a	ccelerated flight	Α			
	Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	Α
	Collapse occurs		No	A	No	А
	6. Pitch stability operating flight	g controls during accelerated	Α			
	Collapse occurs		No	А	No	А
	7. Roll stability and damp	ing	Α			
	Oscillations	-	Reducing	А	Reducing	А
	8. Stability in gentle spira	ls	Α			
	Tendency to return to straig	ht flight	Spontaneous exit	А	Spontaneous exit	А
	9. Behaviour in a steeply	banked turn	В			
	Sink rate after two turns		More than 14 m/s	В	More than 14 m/s	В
	10. Symmetric front colla	ose	Α			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А	
	Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
	Dive forward angle on exit /	Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
	Cascade occurs		No	А	No	А
	With accelerator					
	Entry		Rocking back less than 45°	Α	Rocking back less than 45°	А
			Constant and the lase them 0 -	•	Constant and the last them C -	^

Spontaneous in less than 3 s

Certification number

Date of flight test

Recovery

А

A Spontaneous in less than 3 s

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
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°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	В
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	С			
With 50% 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 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 45° to 60°	С	90° to 180° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 45° to 60°	С	90° to 180° / Dive or roll angle 15° to 45° $$	В
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	A	No	A
Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric	Α			
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

Spin occursNoANoA17. Low speed spin tedneryASpin occursNoANoA18. Recovery from a developed spinAStops spinning in less than 90°ASpin totation angle after releaseStops spinning in less than 90°ANoA19. B-line stallANoANoA19. B-line stallAChanging course less than 45°ARemains stable with straight spanARemains stable with straight spanABehaviour before releaseRemains stable with straight spanASpontaneous in less than 35ASpontaneous in less than 35ABehaviour before releaseSpontaneous in less than 35ASpontaneous in less than 35ANoA20. Big ersASpontaneous in less than 35ASpontaneous in less than 35ASpontaneous in less than 35ABehaviour during big earsStable flightAStable flightAStable flightABehaviour during big earsBStable flightAStable flight <th>16. Trim speed spin tendency</th> <th>Α</th> <th></th> <th></th> <th></th>	16. Trim speed spin tendency	Α			
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25. Comments of test pilot	Procedure suitable for novice pilots	Yes	А	Yes	А
	Cascade occurs	No	А	No	А
Comments	25. Comments of test pilot				
	Comments				