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AIR TURQUOISE SA certified by



Flight test report: EN

			1821
Manufacturer	Niviuk Gliders / Air Games S.L.	Certification number	PG_0421.2011
Address	C. Del Ter, 6 – Nave D 17165 La Cellera de Ter Girona Spain	Date of flight test	11. 02. 2011
Representative	None	Place of test	Villeneuve
Glider model Trimmer	Takoo 2-39 yes: closed	Classification	В
	•		Zoller Alain

HarnessAdvance - Bi Pro 2Advance - Bi Pro 2Total weight in flight (b)101901. InflationANoASpecial schorterstright (b)Smooth, easy and constant risk (b)ASmooth, easy and constant risk (b)ASpecial lake off technique requiredNoANoA3. Speci In straight flightANoAA3. Special straight flightAYesAAMinimum speedLess than 25 km/hAYesA4. Control movemotionALess than 25 km/hALess than 25 km/hA4. Control movemotionNoAIndivalibleA4. Control pressure / travelnot availableNoNot availableAMax: weight in flight 40 k03 k07Not availableNot availableASymmetric control pressure / travelnot availableNot availableACollaps occursnot availableNot availableACollaps occursNot availableNot availableACollaps occursNot availableNot availableAShitch stallity opentaring flightSortaneouscuitNoAShitch stallity negetsrishtSortaneouscuitNoAShitch stallity nege	Test pilo	ot Thurnheer Claude		Zoller Alain	
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course course Cascade occurs No A No A	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
	Dive forward angle on exit / Change of course		A		A
With accelerator	Cascade occurs	No	А	No	Α
	With accelerator				

Estar	and as a link to	~		•
Entry	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
11. Exiting deep stall (parachutal stall)	A		Mar.	•
Deep stall achieved	Yes	A	Yes	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
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	A	•	Coortenacio in lass than 2 c	•
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	Α	No	A
13. Recovery from a developed full stall	A			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	В			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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 15° to 45°	В	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	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	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
15. Directional control with a maintained asymmetric collapse	Α			
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 speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	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
Cascade occurs	No	А	No	А
20. Big ears	В			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in 3 s to 5 s	В	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	not available	0
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	Α	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]	14		24	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	А
Stall or spin occurs	No	Α	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
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
25. Comments of test pilot				
Comments				