

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer Address	Aircross / Kontest GmbH Gut Grauhof 1 38644 Goslar Germany	Certification number Date of flight test		PG_0478.2011 20. 09. 2011	1020
Representative Glider model	None U-Sport Evo S	Place of test Classification		Villeneuve D	
Trimmer	no				
	Test nilot	Dupont Philippe		Thurnheer Claude	
	-	Sup'Air - Access S		Gin Gliders - Geni III M	
	Total weight in flight (kg)	•		95	
1. Inflation/Take-off	rotal weight in hight (kg)	с С		33	
Rising behaviour		Overshoots, shall be slowed down to avoid a front collapse	С	Overshoots, shall be slowed down to avoid a front collapse	С
Special take off technique	required	No	А	No	А
2. Landing		Α			
Special landing technique	required	No	А	No	А
3. Speed in straight fligh	ıt	В			
Trim speed more than 30 km/h		Yes	А	Yes	А
Speed range using the controls larger than 10 km/h		Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В
4. Control movement		С			
Max. weight in flight up to 80 kg					
Symmetric control pressure / travel		Increasing / 40 cm to 55 cm	С	not available	0
Max. weight in flight 80 kg to 100 kg					
Symmetric control pressure / travel		not available	0	Increasing / 45 cm to 60 cm	С
Max. weight in flight greater than 100 kg					
Symmetric control pressure / travel		not available	0	not available	0
5. Pitch stability exiting accelerated flight		Α			
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	Α	No	A
6. Pitch stability operation flight	ng controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and damping		Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals		Α			
Tendency to return to straight 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 collapse		D			
Entry		Rocking back greater than 45°	С	Rocking back greater than 45°	С
Recovery		Recovery through pilot action in less than a further 3 s	D	Spontaneous in 3 s to 5 s	В
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	Α	No	А
With accelerator					
Entry		Rocking back greater than 45°	С	Rocking back greater than 45°	С

RecoveryRecovery through pilot actionDSpontaneous in 3 s to 5 sBDive forward angle on exit / Change of courseDive forward 0° to 30° / Keeping courseADive forward 0° to 30° / Keeping courseADive forward 0° to 30° / Keeping courseACascade occursNoANoANoADeep stall achievedYesAYesASpontaneous in less than 3 sARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°AChanging course less than 4 sACascade occursNoAChanging course less than 4 sAChanging course less than 4 sACascade occursNoANoANoA12. High angle of attack recoveryACSpontaneous in less than 3 sACascade occursNoANoANoA13. Recovery from a developed full stallCCCCDive forward angle on exitDive forward 0° to 30°ANo collapseACalapseNoANoANoACascade occurs (other than collapses)NoANoAACascade occurs (other than collapses)NoANoAACascade occurs (other than collapses)NoANoAAChange of course unt
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Collapse on the opposite side occursNoANoATwist occursNoANoA
Twist occurs No A No A
Cascade occurs No A No A
With 75% collapse
Change of course until re-inflation / Maximum dive forward or roll angle 180° to 360° / Dive or roll angle C 90° to 180° / Dive or roll angle 45° C to 60°
Re-inflation behaviourSpontaneous re-inflationASpontaneous re-inflationA
Total change of courseLess than 360°ALess than 360°A
Collapse on the opposite side occurs No A Yes, no turn reversal C
Twist occurs No A No A
Cascade occurs No A No A
With 50% collapse and accelerator
Change of course until re-inflation / Maximum dive forward or 90° to 180° / Dive or roll angle B 90° to 180° / Dive or roll angle 15° B 15° to 45° to 45°
Re-inflation behaviourSpontaneous re-inflationASpontaneous re-inflationA
Total change of courseLess than 360°ALess 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 and accelerator
Change of course until re-inflation / Maximum dive forward or 180° to 360° / Dive or roll angle C 90° to 180° / Dive or roll angle 45° C 45° to 60° to 60°
Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A
Total change of course Less than 360° A Less than 360° A
Collapse on the opposite side occurs No A Yes, no turn reversal C
Twist occurs No A No A
Cascade occurs No A No A
15. Directional control with a maintained asymmetric A collapse
Able to keep course Yes A Yes A
180° turn away from the collapsed side possible in 10 s Yes A Yes A
Amount of control range between turn and stall or spin More than 50 % of the A More than 50 % of the symmetric A
symmetric control travel control travel

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	0			
Change of course before release	not available	0	not available	0
Behaviour before release	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Cascade occurs	not available	0	not available	0
20. Big ears	В			
Entry procedure	Dedicated controls	А	Standard technique	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	С			
Entry procedure	Dedicated controls	А	Standard technique	А
Behaviour during big ears	Unstable flight	С	Stable flight	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in 3 s to 5 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	D			
Tendency to return to straight flight	Turn remains constant	D	Turn remains constant	D
Turn angle to recover normal flight	With pilot action	D	With pilot action	D
Sink rate when evaluating spiral stability [m/s]	22		26	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	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	B-Stall lines test is not recommanded by the user manual. If asymmetric collapses are not corresponding to the requirements of the standard, this could induce cravat.		B-Stall lines test is not recommanded by the user manual. If asymmetric collapses are not corresponding to the requirements of the standard, this could induce cravat	