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AIR TURQUOISE SA certified by



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			182
Manufacturer	Sky Country	Certification number	PG_0541.2012
Address	Astronomicheskaya street, 27,29 61085 Kharkov Ukraine	Date of flight test	27. 03. 2012
Representative	None	Place of test	Villeneuve
Glider model	Escort 41	Classification	В
Trimmer	yes: closed		
	Test pilot	Thurnheer Claude	Berruex Gilles
	Harness	Sup' Air - Evasion Bi	Advance - Bi Pro 2
	Total weight in flight (kg)	150	220

Total weight in flight (kg)	150		220	
1. Inflation/Take-off	Α			
Rising behaviour	Smooth, easy and constant rising A		Smooth, easy and constant rising	
Special take off technique required	No	А	No	А
2. Landing	Α			
Special landing technique required	No	А	No	А
3. Speed in straight flight	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	Α			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
5. Pitch stability exiting accelerated flight	0			
Dive forward angle on exit	not available	0	not available	0
Collapse occurs	not available	0	not available	0
6. Pitch stability operating controls during accelerated flight	0			
Collapse occurs	not available	0	not available	0
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	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	not available	0	not available	0

Recoverynot available0not available0not available0Cascade occursnot available0not available0Cascade occursNot available0not available0Deto stati dicarcottal stati)BDeto forward angle on exitDive forward 0 to 30"ADive forward 30 to 60"BChange of courseNoANoANoACascade occursNoANoANoAACascade occursNoANoANoAACascade occursNoANoANoAAACascade occursSportaneous in less than 3 AASportaneous in less than 3 AANoAAA <th>-</th> <th></th> <th></th> <th></th> <th></th>	-				
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180° turn away from the collapsed side possible in 10 sYesAYesAAmount of control range between turn and stall or spinMore than 50 % of theAMore than 50 % of the symmetricA	15. Directional control with a maintained asymmetric collapse	Α			
Amount of control range between turn and stall or spin More than 50 % of the A More than 50 % of the symmetric A	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		A		A

Spin occurs No A No A 17. Low speed spin tendency A A A Spin occurs No A No A 18. Recovery from a developed spin A A A A
Spin occurs No A No A
18 Recovery from a developed spin A
Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A
Cascade occurs No A No A
19. B-line stall A
Change of course before release Changing course less than 45° A Changing course less than 45° A
Behaviour before release Remains stable with straight A Remains stable with straight span A span s
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A
Dive forward angle on exitDive forward 0° to 30°ADive forward 30° to 60°A
Cascade occurs No A No A
20. Big ears B
Entry procedure Dedicated controls A Dedicated controls A
Behaviour during big ears Stable flight A Stable flight A
Recovery Spontaneous in 3 s to 5 s B Spontaneous in less than 3 s A
Dive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A
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 not available 0 not available 0 maintaining big ears
22. Behaviour exiting a steep spiral A
Tendency to return to straight flight Spontaneous exit A Spontaneous exit A
Turn angle to recover normal flight Less than 720°, spontaneous A Less than 720°, spontaneous A recovery recovery recovery recovery
Sink rate when evaluating spiral stability [m/s] 21 24
23. Alternative means of directional control A
180° turn achievable in 20 s Yes A Yes A
Stall or spin occurs No A No A
24. Any other flight procedure and/or configuration 0 described in the user's manual
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