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AIR TURQUOISE SA certified by

## Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Country Certification number PG\_0541.2012
Address Astronomicheskaya street, Date of flight test 27. 03. 2012

27,29

61085 Kharkov

Ukraine

Representative None Place of test Villeneuve

Glider model Escort 41 Classification B

Trimmer yes: opened

Test pilotThurnheer ClaudeBerruex GillesHarnessSup' Air - Evasion BiAdvance - Bi Pro 2

	Sup Air - Evasion Bi		220	
Total weight in flight (kg)  1. Inflation/Take-off	150 <b>A</b>		220	
		۸	Smooth apply and constant riging	^
Rising behaviour	Smooth, easy and constant rising No	A	Smooth, easy and constant rising No	A
Special take off technique required	A	А	NO	Α
2. Landing		^	Ne	
Special landing technique required	No	A	No	Α
3. Speed in straight flight	B	^	W	
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	A
Minimum speed	25 km/h to 30 km/h	В	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	Α	Increasing / greater than 65 cm	Α
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	Α	Reducing	Α
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
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	В			
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in 3 s to 5 s	В	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 30° to 60° / Keeping course	В
Cascade occurs	No	Α	No	Α
With accelerator				
Entry	not available	0	not available	0

No. Street   No.	Recovery	not available	0	not available	0
Cascade occurs	·				
Deep stall (parachutal stall)					-
Deep stall achieved   Yes			Ü	not available	U
Recovery   Spontaneous in less than 3 s			Δ	Vac	Δ
Dive forward angle on exit   Dive forward 0" to 30"   A   Dive forward 20" to 60"   B   Change of course   Change of course   A   Changing course less than 45"   A   A   Changing course less than 45"   A   A   A   A   A   A   A   A   A					
Changing course less than 45°         A         Changing course less than 45°         A           Cascade occurs         No         A         No         A           Recovery         Spontaneous in less than 3 s         A         Spontaneous in less than 3 s         A           Cascade occurs         No         A         No         A           13. Recovery from a developed full stall         B         Use forward and less than 3 s         A         No         A           13. Recovery from a developed full stall         B         Dive forward and less than 3 s         A         No         A           13. Recovery from a developed full stall         B         B         Dive forward 30° to 60°         B         Dive forward 30° to 60°         A         No         Callage         A         No         Callagee         A         No         Callagee         A         No         Callagee         A         No         A         Less than 45°         A         No         A <th< td=""><td></td><td></td><td></td><td>•</td><td></td></th<>				•	
Cascade occurs         No         A         No         No         A           12. High angle of attack recovery         Spontaneous in less than 3 s         A         No         Collage         A         No         A         A         No         A         A         No         A         A         No         A         No         A         No         A         A         No         A         A         No         A         A         No         A         A         4         A         Less than 30°         No         A         A         No         A         No         A         No         A         No         A         No         A         No         No	The state of the s				
1.   High angle of attack recovery   Spontaneous in less than 3 s   A   Spontaneous in less than 3 s   A   No   No					
Recovery from a developed full stall   3   8   8   8   8   8   8   8   8   8			А	NO	А
Cascade occurs         No         A         No         A           13. Recovery from a developed full stall         B           15. Recovery from a developed full stall         Dive forward 30" to 60"         B         Dive forward 30" to 60"         A           Collapse         No         Accollapse         A         No collapse         A           Cocking back         Less than 45"         A         Less than 45"         A         Less than 45"         A           Line tension         Most lines tight         A         Less than 55" / Dive or roll angle         A         Less than 55" / Dive or roll angle         A           With 50% collapse         Less than 90" / Dive or roll angle         A         Less than 90" / Dive or roll angle         A         Less than 90" / Dive or roll angle         A         Less than 90" / Dive or roll angle         A         Less than 90" / Dive or roll angle         A         Less than 90" / Dive or roll angle         A         Less than 90" / Dive or roll angle         A			٨	Spontaneous in loss than 2 s	٨
13.   Recovery from a developed full stall   Dive forward 30" to 60"   B   Dive forward 30" to 60"   B   Dive forward 30" to 60"   B   Collapse   No collapse   A   No collapse   A   No collapse   A   Rocking back   Less than 45"   A   Less than 45"   A   A   Most lines tight   A   A   Most lines tight   A   A   A   Most lines tight   A   A   Most lines ti	,	·		•	
Dive forward angle on exit Collapse No collapse No collapse No collapse No collapse A Less than 45° A No A N				NO	
Collapse			В	Dive forward 30° to 60°	В
Rocking back   Less than 45"   A   Most lines tight   A					
Rocking back   Less than 45°   A   Most lines tight   A   A					
Line tension         Most lines tight         A         Most lines tight         A         Most lines tight         A           14. Asymmetric collapse         B         B         A         Less than 90" / Dive or roll angle 15" to 45"					
14. Asymmetric collapse         B           With 50% collapse         Less than 90" / Dive or roll angle 15" to 45" of 45" to 45" of 45"					
With 50% callapse         A Less than 90° / Dive or roll angle 15° to 45°         A Less than 90° / Dive or roll angle 15° to 45°         A Less than 90° / Dive or roll angle 15° to 45°         A Less than 90° / Dive or roll angle 15° to 45°         A Less than 90° / Dive or roll angle 15° to 45°         A Spontaneous re-inflation         A Spontaneous re-inflation         A Spontaneous re-inflation         A Less than 360°         A No         A Spontaneous re-inflation         A No         A Wo         <				wost inles tight	
Change of course until re-inflation / Maximum dive forward or 15" to 45" to 4	•	В			
Total change of course Collapse on the opposite side occurs No No A	Change of course until re-inflation / Maximum dive forward or		Α		Α
Collapse on the opposite side occurs No No No A No No A No No A No No A No Collapse of course until re-inflation / Maximum dive forward or roll angle A Collapse on the opposite side occurs No No A	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Twist occurs  No	Total change of course	Less than 360°	Α	Less than 360°	Α
Cascade occurs     No     A     No     A       With 75% collapse     Change of course until re-inflation / Maximum dive forward or loll angle or langle     90° to 180° / Dive or roll angle 15° to 45°     B     90° to 180° / Dive or roll angle 15° to 45°     B       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     No     A       Twist occurs     No     A     No     A       Cascade occurs     No     A     No     A       With 50% collapse and accelerator     not available     A     No     A       Change of course until re-inflation / Maximum dive forward or loll angle     not available     0     not available     0       Re-inflation behaviour     not available     0     not available     0     not available     0       Cascade occurs     not available     0     not available     0     not available     0       With 75% collapse and accelerator     accelerator     or available     0     not available     0       Change of course until re-inflation / Maximum dive forward or roll angle     not available     0     not available     0    <	Collapse on the opposite side occurs	No	Α	No	Α
Change of course until re-inflation / Maximum dive forward or poll angle of 5° to 45° / Dive or roll angle 15° to 45° (a 45°). To 45° (a 45°) of 45° (a 45°). To 45° (a 45°).	Twist occurs	No	Α	No	Α
Change of course until re-inflation / Maximum dive forward or roll angle angle       90° to 180° / Dive or roll angle 15° to 45° to 45°       B         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       No       A         Cascade occurs       No       A       No       A         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       not available       0         Total change of course       not available       0       not available       0       not available       0         Collapse on the opposite side occurs       not available       0       not available       0       not available       0         Cascade occurs       not available       0       not available       0       not available       0         Change of course until re-inflation / Maximum dive forward or roll angle       not available       0       not available       0         Re-inflation behaviour       not available </td <td>Cascade occurs</td> <td>No</td> <td>Α</td> <td>No</td> <td>Α</td>	Cascade occurs	No	Α	No	Α
roll angle Re-inflation behaviour Spontaneous re-inflation A No	With 75% collapse				
Total change of course  Less than 360° A Less than 360° A No			В		В
Collapse on the opposite side occurs  No No A No A No A No A No A No A Cascade occurs No No A	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Twist occurs No A No A No A No A No A Cascade occurs No A No A No A No A With 50% collapse and accelerator  Change of course until re-inflation / Maximum dive forward or roll angle not available 0 not avail	Total change of course	Less than 360°	Α	Less than 360°	Α
Cascade occurs  No  No  A  With 50% collapse and accelerator  Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour  not available  not available  not available  0 not	Collapse on the opposite side occurs	No	Α	No	Α
With 50% collapse and accelerator       not available       0 not available	Twist occurs	No	Α	No	Α
Change of course until re-inflation / Maximum dive forward or roll angle  Re-inflation behaviour  Re-i	Cascade occurs	No	Α	No	Α
roll angle  Re-inflation behaviour  not available	With 50% collapse and accelerator				
Total change of course Collapse on the opposite side occurs not available Ond available		not available	0	not available	0
Collapse on the opposite side occurs  not available  not available  not available  0 not av	Re-inflation behaviour	not available	0	not available	0
Twist occurs	Total change of course	not available	0	not available	0
Cascade occurs  With 75% collapse and accelerator  Change of course until re-inflation / Maximum dive forward or roll angle  Re-inflation behaviour  Re-inflation behaviour  not available  not available  0 not a	Collapse on the opposite side occurs	not available	0	not available	0
With 75% collapse and accelerator  Change of course until re-inflation / Maximum dive forward or roll angle  Re-inflation behaviour  not available  not available  0 not available  0 not available  0 collapse on the opposite side occurs  not available  not available  0 not avail	Twist occurs	not available	0	not available	0
Change of course until re-inflation / Maximum dive forward or roll angle  Re-inflation behaviour  Total change of course  Collapse on the opposite side occurs  not available  A  Note than 50 % of the symmetric  A  More than 50 % of the symmetric  A  More than 50 % of the symmetric	Cascade occurs	not available	0	not available	0
roll angle  Re-inflation behaviour  not available  not available  not available  onot availabl	With 75% collapse and accelerator				
Total change of course  Collapse on the opposite side occurs  not available  onot available  o		not available	0	not available	0
Collapse on the opposite side occurs  not available  0 not available 0 not available 0  Cascade occurs not available 0 not available 0 not available 0  15. Directional control with a maintained asymmetric collapse  Able to keep course Able to keep course A Yes A Yes A Yes A More than 50 % of the symmetric A  More than 50 % of the symmetric A	Re-inflation behaviour	not available	0	not available	0
Twist occurs  not available  0 not available  0 not available  0  15. Directional control with a maintained asymmetric collapse  Able to keep course  Able to keep course  Yes  A Yes  A Yes  A More than 50 % of the symmetric  A More than 50 % of the symmetric  A More than 50 % of the symmetric  A	Total change of course	not available	0	not available	0
Cascade occurs  not available  0 not available  0  15. Directional control with a maintained asymmetric collapse  Able to keep course  A Yes  A Yes  A Yes  A More than 50 % of the symmetric A  More than 50 % of the symmetric A	Collapse on the opposite side occurs	not available	0	not available	0
A Superctional control with a maintained asymmetric collapse  Able to keep course  Able to keep course  Yes  A Yes  A Yes  A Yes  A More than 50 % of the symmetric  A More than 50 % of the symmetric  A	Twist occurs	not available	0	not available	0
Collapse  Able to keep course  Yes  A Yes  A 180° turn away from the collapsed side possible in 10 s  Amount of control range between turn and stall or spin  More than 50 % of the  A More than 50 % of the symmetric  A	Cascade occurs	not available	0	not available	0
180° turn away from the collapsed side possible in 10 s  Yes  A Yes  A More than 50 % of the symmetric  A		A			
Amount of control range between turn and stall or spin More than 50 % of the A More than 50 % of the symmetric A			Α		Α
	Amount of control range between turn and stall or spin		Α		Α

16. Trim speed spin tendency	Α			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	A			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	A			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 30° to 60°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	В			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Recovery through pilot action in less than a further 3 s	В	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
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	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	22		24	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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				