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AIR TURQUOISE SA certified by

Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Flying Planet Sàrl Certification number PG_0587.2012
Address 19, Impasse du Pré du Date of flight test 18. 06. 2012

Buisson

74370 Argonay

France

Representative Michel Le Blanc Place of test Villeneuve

Glider model Xpress3 42 Classification C

Trimmer yes: closed

Test pilotThurnheer ClaudeBerruex GillesHarnessNiviuk - TransatAdvance - Bi Pro 2

	Niviuk - Fransat		Advance - Bi Pro 2	
Total weight in flight (kg)	140		225	
1. Inflation/Take-off	Α			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique required	No	Α	No	Α
2. Landing	Α			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	В			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	25 km/h to 30 km/h	В	Less than 25 km/h	Α
4. Control movement	A			
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	A			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	A			
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 less than 3 s	Α	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

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)	В		not available	
Deep stall achieved	Yes	Α	Yes	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°	В
Change of course	Changing course less than 45°	Α	Changing course less than 45°	A
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A		NO	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A		110	
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	A
Cascade occurs (other than collapses)	No	Α	No	A
Rocking back	Less than 45°	Α	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	B		wost inles ugnt	
With 50% collapse	В			
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
Amount of control range between turn and stall or spin	More than 50 % of the	Α	More than 50 % of the symmetric	Α
	symmetric control travel		control travel	

16. Trim speed spin tendency	A			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	Α			
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	Α			
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	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	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 0° to 30°	Α
21. Big ears in accelerated flight	Α			
Entry procedure	Dedicated controls	Α	not available	0
Behaviour during big ears	Stable flight	Α	not available	0
Recovery	Spontaneous in less than 3 s	Α	not available	0
Dive forward angle on exit	Dive forward 0° to 30°	Α	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	not available	0
22. Behaviour exiting a steep spiral	С			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	720° to 1080°, spontaneous recovery	С	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	16		14	
23. Alternative means of directional control	A			
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	Der Gleitschirm kann bei Sinkwerten von mehr als 14m/sec in eine stabile Steilspirale geraten		The glider could be in neutrality spiral after more than 14m/sec	