

AIR TURQUOISE SA certified by



	Flight	test	report:	EN
--	--------	------	---------	----

Manufacturer	Gin Gliders Inc.	Certification number		PG_0604.2012	
Address	285-1 Galdam-Ri, Mohyun- Myun, 449-855 YongIn-City, Kyunggi-Do Korea	Date of flight test		27. 06. 2012	
Representative	None	Place of test		Villeneuve	
Glider model	BoomerangX XS	Classification		D	
Trimmer	no			-	
		Dupont Philippe		Thurnheer Claude	
	Harness	Sup'Air - Access S		Gin Gliders - Gingo II M	
	Total weight in flight (kg)	80		90	
1. Inflation/Take-off		С			
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	t	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		25 km/h to 30 km/h	В	25 km/h to 30 km/h	В
4. Control movement		D			
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		Increasing / 35 cm to 45 cm	D	Increasing / 35 cm to 45 cm	D
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°	А	Dive forward less than 30°	A
Collapse occurs		No	А	No	A
6. Pitch stability operatir flight	ng controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and dam	ping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals		Α			
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	A
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 colla	apse	D	_		_
Entry		Rocking back greater than 45°	C	Rocking back greater than 45°	С
Recovery		Recovery through pilot action in less than a further 3 s	D	Recovery through pilot action in less than a further 3 s	D
Dive forward angle on exit / Change of course		Dive forward 0° to 30° / Entering a turn of less than 90°	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	A	No	A

With accelerator				
Entry	Rocking back greater than 45°	С	Rocking back greater than 45°	С
Recovery	Recovery through pilot action between a further 3 s to 5 s	D	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Keeping course	В	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	Α
11. Exiting deep stall (parachutal stall)	С			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in 3 s to 5 s	С
Dive forward angle on exit	Dive forward 30° to 60°	В	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	D			
Recovery	Recovery through pilot action in less than a further 3 s	D	Recovery through pilot action in less than a further 3 s	D
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 30° to 60°	В	Dive forward 30° to 60°	В
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	D			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	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	180° to 360° / Dive or roll angle 60° to 90°	D	90° to 180° / Dive or roll angle greater than 90°	D
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	С	Spontaneous re-inflation	A
Total change of course	Less than 360°	А	Less than 360°	Α
Collapse on the opposite side occurs	Yes, no turn reversal	С	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	А	No	A
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	A
Total change of course	Less than 360°	Α	Less than 360°	A
Collapse on the opposite side occurs	No	Α	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	А	No	A
With 75% collapse and accelerator		-		
Change of course until re-inflation / Maximum dive forward or roll angle	180° to 360° / Dive or roll angle 60° to 90°	D	90° to 180° / Dive or roll angle greater than 90°	D
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	С	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	Yes, no turn reversal	C	No	A
	No	A	No	A
Cascade occurs	No	A	No	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 symmetric control travel A 16. Trim speed spin tendency A 50 in occurs No A No A 17. Low speed spin tendency D B B 50 in occurs Yes D No A 18. Recovery from a developed spin D Stops spinning in 180° to 360° D Spin occurs No A No A 19. Bilin stall O not available 0 not available 0 Change of course before release not available 0 not available 0 10. Big ears B Declicated controls A Stable flight A 10. Big ears B Declicated controls A Declicated controls A 10. Big ears B Declicated controls A Declicated controls A 11. Big ears in accelerated flight B B Declicated controls A 12. Big ears in accelerated flight B B B 11. Stop ears B Declicated controls A Declicated controls	15. Directional control with a maintained asymmetric	Α			
180* turn away from the collapsed side possible in 10 s Yes A Yes A Anount of control range between turn and stall or spin More than 50 % of the symmetric cantol favel A 16. Trin speed spin hondrey: A 17. Low speed spin hondrey: A 18. Recovery from a developed spin D 19. Sign occurs No A 18. Recovery from a developed spin D 19. Sign occurs No A 19. Sign occurs Decicatel controls A	collapse				
Amount of control range between turn and stall or spin More than 60 % of the symmetric control fravel symmetric control fravel A More than 60 % of the symmetric A 16. Trim speed spin tendency No A	Able to keep course	Yes	А	Yes	А
Symmetric control travel control travel Spin accurs No A No A Tr. Low speed spin tendency D No A No A 17. Low speed spin tendency D No A No A 18. Recovery from a developed spin D Stops spinning in 160° to 360° D Stops spinning in 160° to 360° A 19. Beline stall 0	180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Spin occursNoANoA17. Low speed spin tendency0	Amount of control range between turn and stall or spin		A		A
17. Low speed spin tendency D Spin occurs Yes D No A Spin cotauts Solo spinning in 180° to 380° D Stops spinning in 180° to 380° D Spin cotation angle after release No A No A B B-Ind stall O O on tavailable O not available O Change of course before release not available O not available O not available O Recovery not available O not available O not available O Cascade occurs not available O not available O not available O Cascade occurs not available O not available O not available O Cascade occurs not available O not available O not available O Cascade occurs not available O not available O No A Stable flight A Stable flight B Stable flight A Cascade occurs Dive forward 0° to 30° A Dive forward 0° to 30° A Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° <td>16. Trim speed spin tendency</td> <td>Α</td> <td></td> <td></td> <td></td>	16. Trim speed spin tendency	Α			
Spin occursYesDNoA18. Recovery from a developed spinDCascade occursNoANoA19. Brin stallOChange of course before releasenot available0not available0Recoverynot available0not available00Cascade occursnot available0not available00Recoverynot available0not available00Cascade occursnot available0not available00Cascade occursNoAStable flightAStable flightADive forward angle on exitDive forward 0' to 30°ADedicated controlsADedicated controlsALeavery through plot action in leas than a further 3 sBRecovery through plot action in less than a further 3 sBRecovery through plot action in less than a further 3 sB <tr< td=""><td>Spin occurs</td><td>No</td><td>А</td><td>No</td><td>А</td></tr<>	Spin occurs	No	А	No	А
15. Recovery from a developed spin D Spin rotation angle after release Stops spinning in 180° to 360° D Stops spinning in 180° to 360° Change of course before release not available 0 not available 0 Change of course before release not available 0 not available 0 Recovery not available 0 not available 0 Cascade occurs not available 0 not available 0 20. Big ears B Entry procedure Dedicated controls A Dedicated controls A Recovery In available 0 not available 0 not available 0 20. Big ears B Entry procedure Dedicated controls A Dedicated controls A Recovery In available Dive forward or to 30° A Dive forward or to 30° A 21. Big ears in accelerated flight B Recovery through pilot action in less than a further 3 s B Recovery through pilot action in less than a further 3 s B Recovery through pilot action in less than a further 3 s B Recovery through pilot action in less than a further 3 s B Recovery through pilot action in less than a further 3 s B Recovery through pilot action in less than a further 3 s B	17. Low speed spin tendency	D			
Spin rotation angle after releaseStops spinning in 180° to 360°DStops spinning in 180° to 360°DCascade occursNoANoAChange of course before releasenot available0not available0Behaviour before releasenot available0not available0Dive forward angle on exitnot available0not available0Cascade occursnot forward or to 30°ADedicated controlsABehaviour during big earsStable flightADedicated controlsAChity procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightADedicated controlsARecoveryRecovery through plot action in less than a further 3 sBRecovery through plot action in less than a further 3 sBBehaviour during big earsStable flightADedicated controlsA <td>Spin occurs</td> <td>Yes</td> <td>D</td> <td>No</td> <td>А</td>	Spin occurs	Yes	D	No	А
Cascade occurs No A No A 19. Bline stall 0	18. Recovery from a developed spin	D			
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 Otive forward angle on exit not available 0 not available 0 Cascade occurs not available 0 not available 0 Dive forward angle on exit Dive forward 0* to 30* A B Recovery through pilot action in less than a further 3 s Dive forward 0* to 30* A Dive forward angle on exit Dedicated controls A Delated controls A Behaviour fung big ears Stable flight A <	Spin rotation angle after release	Stops spinning in 180° to 360°	D	Stops spinning in 180° to 360°	D
Change of ourse before releasenot available0not available0Behaviour before releasenot available0not available0not available0Dive forward angle on exitnot available0not available0not available020. Big earsBnot available0not available00 <td>Cascade occurs</td> <td>No</td> <td>А</td> <td>No</td> <td>А</td>	Cascade occurs	No	А	No	А
Behaviour before releasenot available0not available0Recoverynot available0not available0Dive forward angle on exitnot available0not available0Cascade occursnot available0not available020. Big earsB555Entry procedureDedicated controlsADedicated controlsARecoveryRecovery through pilot action in lees than a further 3 sB8Dive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightBF55Entry procedureDedicated controlsADedicated controlsA21. Big ears in accelerated flightBF55Entry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoveryRecovery through pilot action in lees than a further 3 sBRecovery through pilot action in lees than a further 3 sBDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator while maintaining big earsADive forward 0° to 30°A22. Behaviour exiting a steep spiralALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA23. Alternative means of directional controlA <td< td=""><td>19. B-line stall</td><td>0</td><td></td><td></td><td></td></td<>	19. B-line stall	0			
Recoverynot available0not available0Oive forward angle on exitnot available0not available0Cascade occursnot available0not available0Cascade occursnot available0not available0Cascade occursBB00Entry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoveryRecovery through pilot action in less than a further 3 sBBDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°AEntry procedureDedicated controlsADive forward 0° to 30°ABehaviour during big earsStable flightAStable flightARecoveryRecovery through pilot action in less than a further 3 sBBDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ARecoveryRecovery through pilot action in less than a further 3 sBBBDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A22. Behaviour citting a steep spiralALess than 720°, spontaneous recoveryAStable flightA23. Bohaviour exitting a steep spiralALess than 720°, spontaneous recoveryAStable flightA23. Atternative means of directional controlALess than 720°, spontaneous <b< td=""><td>Change of course before release</td><td>not available</td><td>0</td><td>not available</td><td>0</td></b<>	Change of course before release	not available	0	not available	0
Dive forward angle on exitnot available0not available0not available020. Big earsBEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoveryRecovery through pilot action in less than a further 3'sBRecovery through pilot action in less than a further 3'sBDive forward angle on exitDive forward 0" to 30"ADive forward 0" to 30"A21. Big ears in accelerated flightBEEEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoveryRecovery through pilot action in less than a further 3'sBRecovery through pilot action in less than a further 3'sBDive forward angle on exitDive forward 0" to 30"ADive forward 0" to 30"ABehaviour during big earsStable flightAStable flightATendency to return to straight flightSpontaneous exitALess than 720", spontaneous recoveryA22. Behaviour exiting a steep spiralALess than 720", spontaneous exitALess than 720", spontaneous exitA180° turn achievable in 20 sYesAYesALess than 720", spontaneous exitA23. Behaviour exiting a stability (m/s)1618CCC34. Arry other flight procedure and/or configura	Behaviour before release	not available	0	not available	0
Cascade occurs not available 0 not available 0 20. Big ears B Entry procedure Dedicated controls A Dedicated controls A Behaviour during big ears Stable flight A Stable flight A Recovery Recovery through plot action in less than a further 3 s B Recovery through plot action in less than a further 3 s B Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Dive forward 0° to 30° A Behaviour during big ears Stable flight B Recovery through plot action in less than a further 3 s B Recovery through plot action in less than a further 3 s B Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Dive forward 0° to 30° A 22. Behaviour witting a steep spiral A Stable flight A Stable flight A 22. Behaviour witting a steep spiral A Less than 720°, spontaneous exit A Less than 720°, spontaneous exit A 23. Alternative means of directional control A Less than 720°, spontaneous exit A Less than 720	Recovery	not available	0	not available	0
20. Big ears B Entry procedure Dedicated controls A Dedicated controls A Behaviour during big ears Stable flight A Stable flight A Recovery through pilot action in less than a further 3 s B Recovery through pilot action in less than a further 3 s B Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A 21. Big ears in accelerated flight B B Recovery through pilot action in less than a further 3 s B Behaviour during big ears Stable flight A Stable flight A Recovery Recovery through pilot action in less than a further 3 s B Recovery through pilot action in less than a further 3 s Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Behaviour immediately after releasing the accelerator while maintaining big ears A Stable flight A 22. Behaviour exiting a stape spiral A Less than 720°, spontaneous exit A Turn angle to recover normal flight Spontaneous exit A Less than 720°, spontaneous recovery A 23. Alternative means of directional control A No A No A 24. Any other flight procedure and/or configuration recover	Dive forward angle on exit	not available	0	not available	0
Entry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoveryRecovery through pliot action in less than a further 3 sBRecovery through pliot action in less than a further 3 sBDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightBEEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoveryRecovery through pliot action in less than a further 3 sBRecovery through pliot action in less than a further 3 sBDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator while maintaining big earsAStable flightAStable flightAStable flightAStable flightA22. Behaviour exiting a steep spiralALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA23. Alternative means of directional controlA1823AVesA24. Any other flight procedure and/or configuration described in the user's manualDAVesAProcedure suitable for novice pliotsnot available0not available0Not available0Cascade occursnot available0no	Cascade occurs	not available	0	not available	0
Behaviour during big ears Stable flight A Stable flight A Recovery Recovery through pliot action in less than a further 3 s B Recovery through pliot action in less than a further 3 s B Dive forward on to 30° A Dive forward 0° to 30° A Dive forward 0° to 30° A 21. Big ears in accelerated flight B Entry procedure Dedicated controls A A Stable flight A Behaviour during big ears Stable flight A Stable flight A Stable flight A Recovery Recovery through pliot action in less than a further 3 s B Recovery through pliot action in less than a further 3 s B Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Behaviour immediately after releasing the accelerator while maintaining big ears Dive forward 0° to 30° A Dive forward 0° to 30° A 22. Behaviour exiting a steep spiral A Stable flight Stable flight A Turn angle to recover normal flight Spontaneous exit A Less than 720°, spontaneous recovery A Less than 720°, spontaneous recovery A Stable flig	20. Big ears	В			
RecoveryRecovery through pilot action in less than a further 3 sBRecovery through pilot action in less than a further 3 sDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°AEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoveryResovery through pilot action in less than a further 3 sBRecovery through pilot action in less than a further 3 sDive forward angle on exitDive forward 0° to 30°AStable flightABehaviour immediately after releasing the accelerator while maintaining big earsDive forward 0° to 30°ADive forward 0° to 30°A22. Behaviour exiting a steep spiralAStable flightAStable flightATurn angle to recover normal flightSpontaneous exitASpontaneous exitA10° turn achievable in 20 sYesAYesA23. Alternative means of directional controlAIterative means of directional controlA180° turn achievable in 20 sYesANoA24. Any other flight procedure and/or configuration described in the user's manual0not available0Procedure works as describednot available0not available026. Comments of test pilotDiver commanded in uusers manual.Diver availableDiver available026. Comments of test pilotELine stall is not recommanded in uusers	Entry procedure	Dedicated controls	А	Dedicated controls	А
less than a further 3 sless than a further 3 sDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°AEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecovery through pilot action in less than a further 3 sBRecovery through pilot action in less than a further 3 sBDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator while maintaining big earsAStable flightA22. Behaviour exiting a steep spiralAStable flightAStable flightATurn angle to recover normal flightSpontaneous exitALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryASink rate when evaluating spiral stability [m/s]1618AStable flightA23. Alternative means of directional controlAVesANoA24. Any other flight procedure and/or configuration described in the user's manual0not available0not available0Procedure works as describednot availablenot available0not available0AAccording to the manufacture and configurationDives forward 0° to 30°ANoA26. CommentsG enceles than 10° turn achievable for novice pilotsnot available0not available0Comm	Behaviour during big ears	Stable flight	А	Stable flight	А
21. Big ears in accelerated flight B Entry procedure Dedicated controls A Dedicated controls A Behaviour during big ears Stable flight A Stable flight A Recovery Resovery through pilot action in less than a further 3 s B Recovery through pilot action in less than a further 3 s B Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Behaviour immediately after releasing the accelerator while maintaining big ears A Stable flight A Stable flight A 22. Behaviour exiting a steep spiral A A Stable flight A Stable flight A Turn angle to recover normal flight Less than 720°, spontaneous exit A Less than 720°, spontaneous exit A 23. Alternative means of directional control A Less than 720°, spontaneous exit A 180° turn achievable in 20 s Yes A Yes A 24. Any other flight procedure and/or configuration described in the user's manual O not available 0 Procedure suitable for novice pilots not available 0 not available 0	Recovery		В		В
Entry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoveryRecovery through pilot action in less than a further 3 sBRecovery through pilot action in less than a further 3 sBDive forward on to straight gate releasing the accelerator while maintaining big earsDive forward 0° to 30°ADive forward 0° to 30°A22. Behaviour exiting a steep spiral Tendency to return to straight flightAStable flightAStable flightA7urn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous exitA180° turn achievable in 20 sYesAYesA23. Alternative means of directional control described in the user's manualAYesA24. Any other flight procedure and/or configuration described in the user's manual0not available0Procedure works as described Cascade occursnot available0not available025. Comments of test pilotB-Line stall is not recommanded in users manual.B-Line stall is not recommanded 	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Behaviour during big earsStable flightAStable flightARecoveryRecovery through pilot action in less than a further 3 sBRecovery through pilot action in less than a further 3 sBDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator while maintaining big earsStable flightAStable flightA22. Behaviour exiting a steep spiral Turn angle to recover normal flightASpontaneous exit Less than 720°, spontaneous recoveryASpontaneous exit Less than 720°, spontaneous recoveryA23. Alternative means of directional control described in the user's manualAYesA24. Any other flight procedure and/or configuration described in the user's manual0not available0Procedure works as described Cascade occursnot available0not available025. Comments of test pilotDieser Gleitschirm erfult die Mindestanforderungen von Less than 10 recommanded in users manualB-Line stall is not recommanded in users manualB-Line stall is not recommanded in users manualCommentsB-Line stall is not recommanded in users manual.Dieser Gleitschirm erfult die Mindestanforderungen von Less the and resting of the manufacturer and confirmed by our own testing this users manual.This glider meets the minimum requirements of ENLTF class D. According to the manufacturer and confirmed by our own testing this glider addresses bighly	21. Big ears in accelerated flight	В			
RecoveryRecovery through pilot action in less than a further 3 sBRecovery through pilot action in less than a further 3 sBDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADehaviour immediately after releasing the accelerator while maintaining big earsStable flightAStable flightA22. Behaviour exiting a steep spiralATTATendency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryASink rate when evaluating spiral stability [m/s]1618T23. Alternative means of directional control described in the user's manualAYesAProcedure works as describednot available0not available0Procedure works as describednot available0not available0Procedure works as describedDives reasonal recovery0not available025. Comments of fest pilotDives reasonal rest pilotDives reasonal rest pilotDives reasonal requirements of EN/LTF class D. According to the manufacturer and confirmed y our own testing this requirements of test pilotB-Line stall is not recommanded in users manual.Dives reasonal requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing thisThis glider addresses D. According to the manufacturer and confirmed by our own testing this <td>Entry procedure</td> <td>Dedicated controls</td> <td>А</td> <td>Dedicated controls</td> <td>А</td>	Entry procedure	Dedicated controls	А	Dedicated controls	А
less than a further 3 sless than a further 3 sDive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ABehaviour immediately after releasing the accelerator while maintaining big earsStable flightAStable flightA22. Behaviour exiting a steep spiralASpontaneous exitASpontaneous exitATendency to return to straight flightSpontaneous exitALess than 720°, spontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous exitA23. Alternative means of directional controlA182324. Any other flight procedure and/or configuration described in the user's manualONoANoAProcedure suitable for novice pilotsnot available0not available0not available025. Comments of test pilotB-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.Diver setting three sets b. According to the manufacturer and configure to the stall or pilot in the user's manual.B-Line stall is not recommanded in users manual.Diver setting three sets b. According to the manufacturer and configure to the stall or pilot in the user's manual.B-Line stall is not recommanded in users manual.This glider meats the minimum requirements of FM/LTF C lass D. According to the manufacturer and confirmed by our own testing this glider adfresses highlyThis glider adfresses highly	Behaviour during big ears	Stable flight	А	Stable flight	А
Behaviour immediately after releasing the accelerator while maintaining big earsStable flightAStable flightA22. Behaviour exiting a steep spiral Turn angle to recover normal flightASpontaneous exit Less than 720°, spontaneous recoveryASpontaneous exit AASpontaneous exit AATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA23. Alternative means of directional control 180° turn achievable in 20 sAYesAYesAStall or spin occursNoANoAA24. Any other flight procedure and/or configuration described in the user's manualOnot availableOnot availableOProcedure works as describednot availableon tavailableOnot availableO25. Comments of test pilotDSectioner offlight is not recommanded in users manual.B-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.D-Line stall is not recommanded in users manual.This glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highlyThis glider addresses highly	Recovery		В		В
maintaining big ears22. Behaviour exiting a steep spiralATendency to return to straight flightSpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryASink rate when evaluating spiral stability [m/s]161823. Afternative means of directional controlA180° turn achievable in 20 sYesAStall or spin occursNoA24. Any other flight procedure and/or configuration described in the user's manualOProcedure works as describednot available0Procedure suitable for novice pilotsnot available0Cascade occursnot available025. Comments of test pilotE-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.Dieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsers Testflüge richtet sichThis glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Tendency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryASink rate when evaluating spiral stability [m/s]161823. Alternative means of directional controlA1823. Alternative means of directional controlA180° turn achievable in 20 sYesAStall or spin occursNoA24. Any other flight procedure and/or configuration described in the user's manualOProcedure works as describednot available0Procedure suitable for novice pilotsnot available0Cascade occursnot available025. Comments of test pilotDieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflige richtet sichB-Line stall is not recommanded in users manualDieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflige richtet sichThis glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly		Stable flight	A	Stable flight	А
Turn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryASink rate when evaluating spiral stability [m/s]161823. Alternative means of directional controlA1823. Alternative means of directional controlA18180° turn achievable in 20 sYesAYesStall or spin occursNoANo24. Any other flight procedure and/or configuration described in the user's manual0not availableProcedure works as describednot available0not availableProcedure suitable for novice pilotsnot available0not availableCascade occursnot available0not available025. Comments of test pilotE-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.This glider meets the minimum requirements of EN/LTF class D According to the manufacturer and confirmed by our own testing this glider addresses highlyThis glider addresses highly	22. Behaviour exiting a steep spiral	Α			
recoveryrecoverySink rate when evaluating spiral stability [m/s]161823. Alternative means of directional controlA23. Alternative means of directional controlA180° turn achievable in 20 sYesAStall or spin occursNoA24. Any other flight procedure and/or configuration described in the user's manual0Procedure works as describednot available0Procedure works as describednot available0Procedure suitable for novice pilotsnot available0Cascade occursnot available025. Comments of test pilotDieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sichB-Line stall is not recommanded onfirmed by our own testing this glider addresses highly	Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
23. Alternative means of directional control A 180° turn achievable in 20 s Yes A Stall or spin occurs No A 24. Any other flight procedure and/or configuration described in the user's manual 0 Procedure works as described not available 0 Procedure suitable for novice pilots not available 0 Cascade occurs not available 0 25. Comments of test pilot B-Line stall is not recommanded in users manual. B-Line stall is not recommanded in users manual. Dieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sich This glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this unsere Testflüge richtet sich	Turn angle to recover normal flight		A	· •	А
180° turn achievable in 20 sYesAYesAStall or spin occursNoANoA24. Any other flight procedure and/or configuration described in the user's manual0ANoAProcedure works as describednot available0not available0Not available0Procedure suitable for novice pilotsnot available0not available000Cascade occursnot available0not available000025. Comments of test pilotE-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manualDieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sichThis glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highlyThis glider addresses highly	Sink rate when evaluating spiral stability [m/s]	16		18	
Stall or spin occursNoANoA24. Any other flight procedure and/or configuration described in the user's manual00Procedure works as describednot available0not available0Procedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available025. Comments of test pilotB-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.This glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highlyThis glider addresses highly	23. Alternative means of directional control	Α			
24. Any other flight procedure and/or configuration described in the user's manual0Procedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available0Cascade occursnot available0not available025. Comments of test pilot0not available0CommentsB-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manualDieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sichThis glider meets the minimum requirements of the manufacturer and confirmed by our own testing this glider addresses highly	180° turn achievable in 20 s	Yes	А	Yes	А
described in the user's manualnot available0not available0Procedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available025. Comments of test pilotComments of test pilotDieser Gleitschirm erfüllt die in users manual.B-Line stall is not recommanded in users manual.Dieser Gleitschirm erfüllt die Herstellers und bestätigt durch unsere Testflüge richtet sichThis glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly	Stall or spin occurs	No	А	No	А
Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available025. Comments of test pilotCommentsB-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manual.B-Line stall is not recommanded in users manualDieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sichThis glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly	24. Any other flight procedure and/or configuration described in the user's manual	0			
Cascade occurs not available 0 not available 0 25. Comments of test pilot B-Line stall is not recommanded in users manual. Dieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sich This glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly	Procedure works as described	not available	0	not available	0
25. Comments of test pilot Comments B-Line stall is not recommanded in users manual. B-Line stall is not recommanded in users manual Dieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sich This glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly	Procedure suitable for novice pilots	not available	0	not available	0
Comments B-Line stall is not recommanded in users manual. B-Line stall is not recommanded in users manual Dieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sich This glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly	Cascade occurs	not available	0	not available	0
in users manual. Dieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sich Bin users manual This glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly	25. Comments of test pilot				
Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sichrequirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly	Comments				
dieser Schirm ausschließlich an sehr erfahrene Wettkampf- Piloten (PWC-Niveau) und ersetzt nicht das Klasse D Standard-Gleitschirmmodell des selben Herstellers.experienced comp-pilots (PWC level) exclusively and is no replacement for the standard D class-glider of the same manufacturer.		Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sich dieser Schirm ausschließlich an sehr erfahrene Wettkampf- Piloten (PWC-Niveau) und ersetzt nicht das Klasse D Standard-Gleitschirmmodell des		requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly experienced comp-pilots (PWC level) exclusively and is no replacement for the standard D class-glider of the same	