para-test.com

AIR TURQUOISE SA certified by





					7828
Manufacturer	Ozone Gliders	Certification number		PG_0726.2013	
Address	2, Queens Drive	Date of flight test		14. 08. 2013	
	LA46LN .	0			
	UK				
Representative	None	Place of test		Villeneuve	
Glider model	Alpina 2 XS	Classification		С	
Trimmer	no				
	Teet pilot	Eukuaka Saika		Dupont Dhilippo	
	•	Fukuoka Seiko		Dupont Philippe	
		Rip'Air - XX-Lite		Sup'Air - Altiplume M	
	Total weight in flight (kg)			70	
1. Inflation/Take-off		A One of the second sec			
Rising behaviour	and any sine of	, , ,	A	Smooth, easy and constant rising	A
Special take off technique	required	No	A	No	A
2. Landing	required	A	^	No	٨
Special landing technique 3. Speed in straight fligh		No A	A	No	A
Trim speed more than 30		Yes	А	Yes	А
		Yes	A	Yes	A
Speed range using the controls larger than 10 km/h Minimum speed		Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	•				
Max. weight in flight up to	80 ka	Α			
Symmetric control pressur		Increasing / greater than 55 cm	А	Increasing / greater than 55 cm	А
	Max. weight in flight 80 kg to 100 kg			5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	
Symmetric control pressure / travel		not available	0	not available	0
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°	А
Collapse occurs		No	А	No	А
	ng controls during accelerated	Α			
flight		No	^	No	۸
Collapse occurs		No A	A	No	A
7. Roll stability and damping Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals		A	~	Reducing	~
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply banked turn		B			,,
Sink rate after two turns		– More than 14 m/s	в	More than 14 m/s	В
10. Symmetric front colla	apse	В			
Entry	-	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in 3 s to 5 s	В	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	А
Cascade occurs		No	А	No	А
With accelerator					
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in 3 s to 5 s	В	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
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	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	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
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	С			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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	90° to 180° / Dive or roll angle 45° to 60°	С	90° to 180° / Dive or roll angle 15° to 45°	В
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 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	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 and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 45° to 60°	С	90° to 180° / Dive or roll angle 45° to 60°	С
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
15. Directional control with a maintained asymmetric collapse	Α			
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	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

ASpin coccursNoANoA18. Recovery from a developed spinCStops spinning in 90° to 180°CStops spinning in 90° to 180°CCascade occursNoANoANoA19. B-line stallACChanging course less than 45°AChanging course less than 45°ABehaviour before releaseChanging course iss than 45°AChanging course less than 45°ARemains stable with straight span spanARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sASpontaneous in less than 3 sAOble forward angle on exitDive forward 0° to 30°ANoAA20. Big earsBEEEEEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightABehaviour during	16. Trim speed spin tendency	Α			
Spin occursNoANoA18. Recovery from a developed spinCSpin otation angle after releaseStops spinning in 90° to 180°CStops spinning in 90° to 180°CCascade occursNoANoA19. B-line stallACStops spinning in 90° to 180°AChange of course before releaseChanging course less than 45°AChanging course less than 45°ABehaviour before releaseRemains stable with straight span anganARemains stable with straight span AARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ACascade occursBBBBEntry 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 exitDedicated controlsADive forward 0° to 30°ABehaviour during big earsStable flightBRecovery through pilot action in less than a further 3 sBBehaviour during big earsStable flightAStable flightABehaviour during big earsStable flightAStable flightABehaviour during big earsStable flightA	Spin occurs	No	А	No	А
18. Recovery from a developed spin C Spin rotation angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 180° C B1. B-line stall A No A No A Change of course before release Changing course less than 45° A Remains stable with straight span A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A No A A Cascade occurs No A No A A Behaviour during big ears Be E E E Entry procedure Dedicated controls A Dedicated controls A 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 B Dive forward angle on exit	17. Low speed spin tendency	Α			
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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 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 spiralAAStable flightAATendency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightItess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryASink rate when evaluating spiral stability [m/s]1820A23. Alternative means of directional controlAA	21. Big ears in accelerated flight	В			
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Behaviour immediately after releasing the accelerator while maintaining big earsStable flightAStable flightA22. Behaviour exiting a steep spiral Tendency to return to straight flightAASpontaneous exitATendency 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]1820A23. Alternative means of directional controlAA	Recovery		В		В
Maintaining big ears A 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 exit A Less than 720°, spontaneous exit A Sink rate when evaluating spiral stability [m/s] 18 20 20 23. Alternative means of directional control A Control A	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
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Turn angle to recover normal flight Less than 720°, spontaneous A Less than 720°, spontaneous A Sink rate when evaluating spiral stability [m/s] 18 20 20 23. Alternative means of directional control A A	22. Behaviour exiting a steep spiral	Α			
recovery recovery Sink rate when evaluating spiral stability [m/s] 18 20 23. Alternative means of directional control A	Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
23. Alternative means of directional control A	Turn angle to recover normal flight		Α	· •	А
	Sink rate when evaluating spiral stability [m/s]	18		20	
180° turn achievable in 20 s Yes A Yes A	23. Alternative means of directional control	Α			
	180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs No A No A	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 works as described	not available	0	not available	0
Procedure suitable for novice pilots 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	Cascade occurs	not available	0	not available	0
25. Comments of test pilot	25. Comments of test pilot				
Comments	Comments				