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AIR TURQUOISE SA certified by

Flight test report: EN

BUREAU VERITAS

Manufacturer **Bruce Goldsmith Design** Certification number PG_0863.2013 **GmbH** Hügelweg, 12 Address Date of flight test 01. 12. 2012 9400 Wolfsberg Austria **Bruce Goldsmith** Place of test Villeneuve Representative Glider model Tala lite M Classification C Trimmer no

> Tost pilot Thurpheer Claude Zoller Alain

Harness Niviuk Gliders - Hamak 2 M 100 1. Inflation/Take-off Rising behaviour Smooth, easy and constant rising A No. 2. Landing A No. 2. Landing A No. 3. Speed in straight flight No. A No. 3. Speed in straight flight Pessare Inflation No. A No. 3. Speed in straight flight A No. 3. Speed in straight flight Pessare Inflation No. A No. 3. Speed in straight flight A No. 3. Speed in straight flight A No. 4. Control movement A No. 4. Control movement A No. 4. Control movement No. A No. 5. Symmetric control pressure / travel No. Max. weight in flight up to 80 kg Symmetric control pressure / travel No. Max. weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. Weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. Weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. Weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. Weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. Weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. Weight in flight greater than 100 kg Symmetric control pressure / travel No. Max. Weight in flight greater than 100 kg Symmetric control pressure / travel No. No. A No. 5. Pitch stability exiting accelerated flight Dive forward angle on exit No. Collapse occurs No. A No. 7. Roll stability and damping A Stability in gentie spirals A Reducing A Reducing A Reducing A Stability in gentie spirals No. B Stability in gentie spirals A Stephanicum a steeply banked turn B Sikra fea after two turns 10. Symmetric front collapse C Rocking back less than 45° No. A No. Cascade occurs No. A No.	Test pilot	Thurnheer Claude		Zoller Alain	
Total weight in flight (kg) 80 Total weight (kg)	Harness	Niviuk Gliders - Hamak 2 M		Sup' Air - Altiplume M	
Inflation/Take-off Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising Special take off technique required No No A No No No No No	Total weight in flight (kg)	80			
Rising behaviour Special take off technique required No A No CLanding A Special landing technique required No A No CSpecial landing technique required No A No CSPECIAL landing technique required No A No CSSPECIAL landing technique required No A No CSSPECIAL landing technique required No A Trim speed more than 30 km/h Yes Sped range using the controls larger than 10 km/h Messer than 25 km/h Minimum speed Less than 25 km/h A Less than 25 km/h A Dive forward less than 60 cm A A No No A Dive forward less than 30° A No Collapse occurs No A No A No Collapse occurs No A Reducing A S-Collapse occurs No A Spontaneous exit A Spontaneous exit B Sink rate after two turns More than 14 m/s B More than 14 m/s Recovery Spontaneous in 3 s to 5 s B Spontaneous in less than 3 s Dive forward of to 30° / Keeping course Course Celescade occurs No A No A No Collapse occurs A Recovery Dive forward 0° to 30° / Keeping course Course Celescade occurs No A No Collapse Course Celescade occurs No A No Collapse Celescade occurs No A No Collapse Celescade occurs No Celescade occ					
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2. Landing Special landing technique required No Speed in straight flight A Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Yes A Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Less than 25 km/h A Control movement A Control movement A Registry in flight up to 80 kg Symmetric control pressure / travel Max. weight in flight 180 kg to 100 kg Symmetric control pressure / travel Max. weight in flight greater than 100 kg Symmetric control pressure / travel No Max. weight in flight greater than 100 kg Symmetric control pressure / travel No Max. weight in flight greater than 100 kg Symmetric control pressure / travel No Max. weight in flight greater than 100 kg Symmetric control pressure / travel No Max. weight in flight greater than 100 kg Symmetric control pressure / travel No Max. weight in flight greater than 100 kg Symmetric control pressure / travel No Max. weight in flight greater than 100 kg Symmetric control pressure / travel No Max. weight in flight greater than 100 kg Symmetric control pressure / travel No More ward alge on exit A Dive forward less than 30° A No No No No A No No No A No No Reducing A Reducing A Stability operating controls during accelerated flight A Stability in gentle spirals		· · · · · · · · · · · · · · · · · · ·			Α
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Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Ves Less than 25 km/h A Ves Minimum speed Less than 25 km/h A Less		No	Α	No	Α
Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Ves Less than 25 km/h A Ves Minimum speed Less than 25 km/h A Less	3. Speed in straight flight	Α			
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Max. weight in flight up to 80 kg Symmetric control pressure / travel not available 0 not ava	Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
Symmetric control pressure / travel not available 0 not available Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel	4. Control movement	Α			
Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available not available 0 not available 5. Pitch stability exiting accelerated flight Dive forward angle on exit Collapse occurs No A No A No 6. Pitch stability operating controls during accelerated flight Gollapse occurs No A No A No A No Collapse occurs No A No A No Collapse occurs No A Reducing A Reducing A Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit B Sink rate after two turns More than 14 m/s B Sink rate after two turns Collapse C Entry Recovery Dive forward 0° to 30° / Keeping course Cascade occurs No A No A Increasing / greater than 60 cm A Dive forward less than 30 on to available A Increasing / greater than 60 cm A Dive forward 0° to 30° / Keeping course Cascade occurs No	Max. weight in flight up to 80 kg				
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Collapse occurs 6. Pitch stability operating controls during accelerated flight Collapse occurs No A No A No 7. Roll stability and damping A Oscillations 8. Stability in gentle spirals A Tendency to return to straight flight 9. Behaviour in a steeply banked turn Sink rate after two turns More than 14 m/s B Sink rate after two turns 10. Symmetric front collapse Entry Recovery Dive forward angle on exit / Change of course Cascade occurs No A No A No	5. Pitch stability exiting accelerated flight	Α			
6. Pitch stability operating controls during accelerated flight Collapse occurs No A No 7. Roll stability and damping A Oscillations Reducing A Reducing A Reducing A Reducing A Spontaneous exit A Spontaneous exit A Spontaneous exit B Sink rate after two turns More than 14 m/s B Sink rate after two turns C Entry Recovery Recovery Dive forward angle on exit / Change of course C Cascade occurs A No No A No No A No	Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
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10. Symmetric front collapse C Entry Rocking back less than 45° A Rocking back less than 45° Recovery Spontaneous in 3 s to 5 s B Spontaneous in less than 3 s Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course Cascade occurs No A No	9. Behaviour in a steeply banked turn	В			
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Recovery Spontaneous in 3 s to 5 s Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course Cascade occurs B Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course	10. Symmetric front collapse	С			
Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course Cascade occurs Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Cascade occurs course course No A No	Recovery	Spontaneous in 3 s to 5 s	В	Spontaneous in less than 3 s	Α
	Dive forward angle on exit / Change of course		Α		Α
With accelerator	Cascade occurs	No	Α	No	Α
With accelerator	With accelerator				
Entry Rocking back less than 45° A Rocking back greater than 45°	Entry	Rocking back less than 45°	Α	Rocking back greater than 45°	С

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	A	Dive forward 0° to 30° / Keeping	Α
2110 forward ungle on oak? Change of course	course	,,	course	,,
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
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 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
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	Α			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α
Rocking back	Less than 45°	Α	Less than 45°	Α
Line tension	Most lines tight	Α	Most lines tight	Α
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 15° to 45°	Α	Less than 90° / Dive or roll angle 0° to 15°	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	Less than 90° / 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	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	Yes, no turn reversal	С	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	Less than 90° / Dive or roll angle 15° to 45°	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 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	180° to 360° / Dive or roll angle 15° to 45°	С
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
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 symmetric control travel	Α	More than 50 % of the symmetric control travel	Α

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	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 0° to 30°	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 3 s to 5 s	В
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	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	Recovery through pilot action in less than a further 3 s	В
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	A			
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]	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				