

AIR TURQUOISE SA certified by

Flight test report: EN



Manufacturer	Ozone Gliders	Certification number	PG_0802.2013
Address	2, Queens Drive LA46LN . UK	Date of flight test	26. 06. 2014
Representative	none	Place of test	Villeneuve
Glider model	Rush4 XS	Classification	В
Trimmer	no		
		Test milet Light nilet under Air	Dunant Philippa

paragliding by air turquoise

Test pilot Light pilot under Air Turquoise supervision					
Total weight in flight (kg) 55 70 70 71 71 72 73 74 74 74 74 74 74 74	Test pilot			Dupont Philippe	
Total weight in flight (kg) 55 70 1. Inflation/Take-off A ************************************	Harness	Sup' Air - Access M		Sky Paragliders - Reverse 2	S
1. Inflation/Take-off A Rising behaviour Smooth, easy and constant rising A Mooth, easy and constant rising A Special take off technique required No A No A Special landing technique required No A No A Special landing technique required No A No A Special ristraght flight A Yes A Tim speed more than 30 km/h Yes A Yes A Speed range using the controls larger than 10 km/h Yes A Yes than 25 km/h A 4. Control movement A Less than 25 km/h A Increasing / greater than 55 cm A Increa		•		•	
Special take off technique required No A No A 2. Landing A No No A Special landing technique required No A No No A 3. Speed in straight flight A Time speed more than 30 km/h Yes A Yes A Speed range using the controls larger than 10 km/h Yes A Yes A Minimum speed Less than 25 km/h A Yes than 25 km/h A 4. Control movement A Increasing / greater than 55 cm A Nes than 25 km/h A Max. weight in flight go to 80 kg Increasing / greater than 55 cm A Increasing / greater than 55 cm A Symmetric control pressure / travel Increasing / greater than 55 cm A Increasing / greater than 55 cm A Max. weight in flight go 80 kg to 100 kg Increasing / greater than 100 kg D Increasing / greater than 100 kg D Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel					
2. Landing A Special landing technique required No A No A 3. Speed in straight flight A Yes A Trim speed more than 30 km/h Yes A Yes A Speed range using the controls larger than 10 km/h Yes A Yes A Minimum speed Less than 25 km/h A Yes A 4. Control movement A A Increasing / greater than 55 cm A Increasing / greater than 55 cm A Increasing / greater than 55 cm A Max weight in flight up to 80 kg A Increasing / greater than 55 cm A Max weight in flight up to 80 kg A Increasing / greater than 55 cm A Max weight in flight up to 80 kg A Increasing / greater than 55 cm A Max weight in flight up to 80 kg A Nax veight in flight up to 80 kg A Nax veight in flight greater than 100 kg D No A Nax veight in flight greater than 100 kg A Nax veight in flight greater than 100 kg A No A No A No No No	Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special landing technique required No A No A 3. Speed in straight flight A Yes A Trim speed more than 30 km/h Yes A Yes A Speed range using the controls larger than 10 km/h Yes A Yes A Minimum speed Less than 25 km/h A Less than 25 km/h A Minimum speed Less than 25 km/h A Less than 25 km/h A 4. Control movement A Increasing / greater than 55 cm A Increasing / greater than 55 cm A Max. weight in flight 80 kg to 1000 kg Increasing / greater than 55 cm A Increasing / greater than 55 cm A Max. weight in flight 80 kg to 1000 kg Increasing / greater than 100 kg	Special take off technique required	No	Α	No	Α
3. Speed in straight flight A Trim speed more than 30 km/h Yes A Yes A Speed range using the controls larger than 10 km/h Yes A Yes than 25 km/h A Minimum speed Less than 25 km/h A Less than 25 km/h A 4. Control movement A Less than 25 km/h A Less than 25 km/h A Max. weight in flight up to 80 kg Increasing / greater than 55 cm A Increasing / greater than 55 cm A Symmetric control pressure / travel not available 0 not available 0 Max. weight in flight greater than 100 kg Travellant f	2. Landing	Α			
Trim speed more than 30 km/h Yes A Yes A Speed range using the controls larger than 10 km/h Yes A Yes A Minimum speed Less than 25 km/h A Less than 25 km/h A A. Control movement A A Less than 25 km/h A Max. weight in flight up to 80 kg Increasing / greater than 55 cm A Increasing / greater than 55 cm A Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symta control pressure / travel not available 0 not available 0 <	Special landing technique required	No	Α	No	Α
Speed range using the controls larger than 10 km/h Yes A Ves than 25 km/h A Less than 25 km/h A 4. Control movement A A Less than 25 km/h A Less than 25 km/h A Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Increasing / greater than 55 cm A Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 0 not available 0 0 Symth trin flight yexiting accelerated flight A No </td <td>3. Speed in straight flight</td> <td>Α</td> <td></td> <td></td> <td></td>	3. Speed in straight flight	Α			
Minimum speed Less than 25 km/h A Less than 25 km/h A 4. Control movement A	Trim speed more than 30 km/h	Yes	Α	Yes	Α
A. Control movement Max. weight in flight up to 80 kg Symmetric control pressure / travel Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available not available not	Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Max. weight in flight up to 80 kg Increasing / greater than 55 cm / Al (ancreasing / greater than 50 cm / Al (ancreasing / greater than 50 cm / Al (ancreasing / greater than 55 cm / Al (ancreasing / greater than 50 cm /	Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
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Symmetric control pressure / travel not available 0 not availa	Symmetric control pressure / travel	Increasing / greater than 55 cm	Α	Increasing / greater than 55 cm	Α
Max. weight in flight greater than 100 kg Max. weight in flight greater than 100 kg 0 not available 0 not available 0 5. Pitch stability exiting accelerated flight A Live forward less than 30° A Dive forward less than 30° A Collapse occurs No A No A 6. Pitch stability operating controls during accelerated flight A No A Collapse occurs No A No A 7. Roll stability and damping A No A Oscillations Reducing A Reducing A 8. Stability in gentle spirals A Reducing A Spontaneous exit A 9. Behaviour in a steeply banked turn B B Spontaneous exit A Spontaneous exit A 10. Symmetric front collapse B More than 14 m/s B More than 14 m/s B Entry Rocking back less than 45° A Rocking back less than 45° A Spontaneous in less than 3 s A Recovery Spontaneous in less than 3 s A Dive forward 0° to 30° / Keeping course Dive forward 0° to 30° / Keeping course<	Max. weight in flight 80 kg to 100 kg				
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5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A Collapse occurs No A No A 6. Pitch stability operating controls during accelerated flight A No A Collapse occurs No A No A 7. Roll stability and damping A Reducing A Oscillations Reducing A Reducing A 8. Stability in gentle spirals A Spontaneous exit A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour in a steeply banked turn B More than 14 m/s B 10. Symmetric front collapse B More than 14 m/s B Entry Rocking back less than 45° A Rocking back less than 45° A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course A	Max. weight in flight greater than 100 kg				
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6. Pitch stability operating controls during accelerated flight A Collapse occurs No A No A 7. Roll stability and damping A Reducing A Reducing A 0 Scillations Reducing A Reducing A 8. Stability in gentle spirals A Spontaneous exit A 7 Endency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour in a steeply banked turn B More than 14 m/s B More than 14 m/s B 5 Sink rate after two turns B More than 14 m/s B B 10. Symmetric front collapse B Rocking back less than 45° A Rocking back less than 45° A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course A No	Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Filight Collapse occurs No No A No Reducing Reducing A Recovery B More than 14 m/s B Recovery Rocking back less than 45° A Recovery Rocking back less than 45° A Recovery Rocking back less than 45° A Recovery Rocking back less than 3 s A Rocking back less than 45° A Rock	Collapse occurs	No	Α	No	Α
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Tendency to return to straight flight Spontaneous exit A Spontaneous exit B Stocking back less than 14 m/s B Stocking back less than 14 m/s A Rocking back less than 45° A Spontaneous in less than 3 s A Spontaneous in less than 45° A Spontaneo	Oscillations	Reducing	Α	Reducing	Α
9. Behaviour in a steeply banked turn Sink rate after two turns More than 14 m/s B 10. Symmetric front collapse B Entry Rocking back less than 45° Recovery Spontaneous in less than 3 s Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course No A No No No Recovery A No No No Rocking back less than 45° A Dive forward 0° to 30° / Keeping course A No A No	8. Stability in gentle spirals	Α			
Sink rate after two turnsMore than 14 m/sBMore than 14 m/sB10. Symmetric front collapseBEntryRocking back less than 45°ARocking back less than 45°ARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exit / Change of courseDive forward 0° to 30° / Keeping courseADive forward 0° to 30° / Keeping courseACascade occursNoANoA	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
10. Symmetric front collapse B Entry Rocking back less than 45° A Rocking back less than 45° A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A 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 A No A	9. Behaviour in a steeply banked turn	В			
Entry Rocking back less than 45° A Rocking back less than 45° A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course A No A No A	Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course A No A No A	10. Symmetric front collapse	В			
Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course A No A	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Cascade occurs Course Course A No A	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit / Change of course		Α		Α
NATU I	Cascade occurs	No	Α	No	Α
with accelerator	With accelerator				
Entry Rocking back less than 45° A Rocking back less than 45° A	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α

Recovery	Spontaneous in less than 3 s	Α	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	Α	Dive forward 0° to 30° / Entering a	Α
0	course		turn of less than 90°	
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	Α			
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	В			
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	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	90° to 180° / Dive or roll angle 0° to 15°	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 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	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
15. Directional control with a maintained asymmetric	Α			
collapse				
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	A	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
	Symmonic Someon davor		33.1431.44401	

16. Trim speed spin tendency	Α			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	Α			
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	Spontaneous in 3 s to 5 s	Α
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	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]	17		18	
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				