



Flight test report: EN 926-2:2013

Manufacturer	Dudek Paragliders S.J.	Certification number		PG_0885.2014	
Address	ul. Centralna 2U	Date of flight test		19. 11. 2014	
	86-031 Osielsko	· ·			
	Poland				
Glider model	NemoXX-23	Classification		A	
Representative	None	Place of test		Villeneuve	
•		riace of test		VIIIerieuve	
Trimmer	no				
Test pilot		Light pilot under Air		Thurnheer Claude	
•		Turquoise supervision			
Harness		Supair - Altiplume S		Flugsau - XX-Lite	
Harness to risers distance (cm)		40		44	
• •		40		42	
Distance between risers (cm)		55		75	
Total weight in fligh	i (kg)	55		75	
1. Inflation/Take-off		A			
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	t	Α			
Trim speed more than 30 kg	km/h	Yes	Α	Yes	Α
Speed range using the cor	ntrols larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement		Α			
4. Control movement					
	to 80 kg				
Max. weight in flight up t Symmetric control pressure		Increasing / greater than 55 cm	A	Increasing / greater than 55 cm	A
Max. weight in flight up t Symmetric control pressure	e / travel		Α	Increasing / greater than 55 cm	Α
Max. weight in flight up t Symmetric control pressure Max. weight in flight 80 k	e / travel rg to 100 kg	Increasing / greater than 55 cm			
Max. weight in flight up t Symmetric control pressure	e / travel rg to 100 kg		A 0	Increasing / greater than 55 cm not available	A 0
Max. weight in flight up t Symmetric control pressure Max. weight in flight 80 k	e / travel rg to 100 kg e / travel	Increasing / greater than 55 cm			
Max. weight in flight up to Symmetric control pressure Max. weight in flight 80 k Symmetric control pressure	e / travel sg to 100 kg e / travel ater than 100 kg	Increasing / greater than 55 cm			
Max. weight in flight up to Symmetric control pressure. Max. weight in flight 80 k Symmetric control pressure. Max. weight in flight great	e / travel eg to 100 kg e / travel ater than 100 kg e / travel	Increasing / greater than 55 cm not available	0	not available	0
Max. weight in flight up to Symmetric control pressure. Max. weight in flight 80 k Symmetric control pressure. Max. weight in flight great Symmetric control pressure.	e / travel ag to 100 kg e / travel ater than 100 kg e / travel accelerated flight	Increasing / greater than 55 cm not available not available	0	not available	0
Max. weight in flight up to Symmetric control pressure. Max. weight in flight 80 k Symmetric control pressure. Max. weight in flight great Symmetric control pressure. 5. Pitch stability exiting a	e / travel ag to 100 kg e / travel ater than 100 kg e / travel accelerated flight	Increasing / greater than 55 cm not available not available A	0 0 A	not available	0
Max. weight in flight up to Symmetric control pressure. Max. weight in flight 80 k Symmetric control pressure. Max. weight in flight great Symmetric control pressure. 5. Pitch stability exiting a Dive forward angle on exit Collapse occurs	e / travel ag to 100 kg e / travel ater than 100 kg e / travel accelerated flight	Increasing / greater than 55 cm not available not available A Dive forward less than 30°	0 0 A	not available not available Dive forward less than 30°	0 0 A
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Max. weight in flight up to Symmetric control pressure. Max. weight in flight 80 k Symmetric control pressure. Max. weight in flight great Symmetric control pressure. 5. Pitch stability exiting a Dive forward angle on exit Collapse occurs. 6. Pitch stability operating flight. Collapse occurs. 7. Roll stability and damp Oscillations. 8. Stability in gentle spiratendency to return to strain. 9. Behaviour exiting a full.	e / travel ag to 100 kg e / travel ater than 100 kg e / travel accelerated flight ag controls during accelerated ping als ght flight lly developed spiral dive rst 180°)	Increasing / greater than 55 cm not available not available A Dive forward less than 30° No A No A Reducing A Spontaneous exit A Immediate reduction of rate of	0 0 A A A	not available not available Dive forward less than 30° No No Reducing Spontaneous exit	0 0 A A A
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10. Symmetric front collapse	A			
Approximately 30 % chord				
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 0° to 30° Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
At least 50% chord				
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 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
With accelerator				
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	Α	Dive forward 0° to 30° / Keeping	Α
	course		course	
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A		v.	
Deep stall achieved	Yes	A	Yes	A
Recovery	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	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No A	Α	No	Α
12. High angle of attack recovery Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	A		NO	
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	A		G	
Small asymmetric collapse				
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 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 (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
Large asymmetric 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 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 (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
Small asymmetric collapse with fully activated accelerator				
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 (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle	Α	Less than 90° / Dive or roll angle	Α
roll angle	15° to 45°	^	15° to 45°	٨
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 (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
15. Directional control with a maintained asymmetric	A			
collapse				
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	Α			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	A			
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 0° to 30°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	A	•		, ,
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	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	Dive forward 0° to 30°	A
21. Big ears in accelerated flight		٨	Dive lotward 0 to 30	^
En Dig dars in accordated mgm	Δ			
Entry procedure	A Dedicated controls	Λ	Dedicated controls	Δ
Entry procedure Rehaviour during hig ears	Dedicated controls	Α Δ	Dedicated controls	Α Δ
Behaviour during big ears	Dedicated controls Stable flight	Α	Stable flight	Α
	Dedicated controls			

Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
23. 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

24. Comments of test pilot

Comments