

## Flight test report: EN 926-2:2013

Manufacturer Address	<b>Supair - VLD</b> Parc Altais / 34 rue Adrastée 74650 Chavanod	Certification number Date of flight test		PG_0926.2015 12. 03. 2015	
	France				
Glider model	Eona XS	Classification		A	
Serial number	ENA-06-XS-101914	Representative		A None	
		•			
Trimmer	no	Place of test		Villeneuve	
Test pilot		Light pilot under Air Turquoise supervision		Thurnheer Claude	
Harness		Sup' Air - Altiplume S		Flugsau - XX-Lite	
Harness to risers d	listance (cm)	40		40	
Distance between i	risers (cm)	48		40	
Total weight in flig		50		73	
		•			
1. Inflation/Take-off		A	•	Concette accurate and concetent visions	^
Rising behaviour	required	Smooth, easy and constant rising		Smooth, easy and constant rising	A
Special take off technique	erequired	No A	A	No	A
2. Landing		No	А	No	А
Special landing technique required 3. Speed in straight flight		A	Λ		7
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		Less than 25 km/h	А	Less than 25 km/h	А
4. Control movement		Α			
Max. weight in flight up	to 80 ka				
Symmetric control pressu	-	Increasing / greater than 55 cm	А	Increasing / greater than 55 cm	А
		0 0			
Max. weight in flight 80 kg to 100 kg			•		•
Symmetric control pressu	ire / travel	not available	0	not available	0
Max. weight in flight gre	eater than 100 kg				
Symmetric control pressu	ire / travel	not available	0	not available	0
5. Pitch stability exiting	accelerated flight	Α			
Dive forward angle on exit	it	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	А	No	А
6. Pitch stability operati flight	ng controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and dam	nping	Α			
Oscillations	-	Reducing	А	Reducing	A
8. Stability in gentle spirals		A Spontonogua avit	•	Chantanaous avit	^
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)		A Immediate reduction of rate of	А	Immediate reduction of rate of turn	А
		turn	~		A
Tendency to return to straight flight		Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A

10. Symmetric front collapse       A         Approximately 30 % chord       Entry       Rocking back less than 45"       A       Rocking back less than 3 s       A       Spontaneous in less than 3 s       Dive forward on to sol to	ng A A A A A A A A A A A A A A A A A A A
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RecoverySpontaneous in less than 3 sASpontaneous in less than 3 sCascade occursNoANo	
Cascade occurs No A No	s A
12. Resources from a developed full stell	A
13. Recovery from a developed full stall A	
Dive forward 0° to 30° A Dive forward 0° to 30°	А
Collapse A No collapse A No collapse	А
Cascade occurs (other than collapses) No A No	А
Rocking back Less than 45° A Less than 45°	А
Line tension Most lines tight A Most lines tight	А
14. Asymmetric collapse A	
Small asymmetric collapse	
Change of course until re-inflation / Maximum dive forward or Less than 90° / Dive or roll angle A Less than 90° / Dive or roll a 15° to 45° to 15°	ngle 0° A
Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation	А
Total change of course Less than 360° A Less than 360°	А
Collapse on the opposite side occurs No (or only a small number of collapsed cells with a spontaneous reinflation) A No (or only a small number of collapsed cells with a spontaneous reinflation)	
Twist occurs No A No	А
Cascade occurs No A No	A
Folding lines used No A No	A
Large asymmetric collapse	
Change of course until re-inflation / Maximum dive forward or Less than 90° / Dive or roll angle A Less than 90° / Dive or roll a 15° to 45° 15° to 45°	ngle A
Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation	
Total change of courseLess than 360°ALess than 360°	А

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Small asymmetric collapse with fully activated accelerator         Less than 90° / Dive or roll angle 15° to 45°         A         Less than 90° / Dive or roll angle 15° to 45°         ////////////////////////////////////			Α	No	А
Change of course until re-inflation / Maximum dive forward or for 16 argsLess than 30° / Dive or roll angle 15° to 45°ALess than 30° / Dive or roll angle 15° to 45°Re-inflation behaviourSpontaneous re-inflationASpontaneous re-inflationACollapse on the opposite side occursNo (or only a small number of collapsed colls with a spontaneous re-inflation)ALess than 30°ATwist occursNoANo (or only a small number of collapsed colls with a spontaneous re-inflation)ANo (or only a small number of collapsed colls with a spontaneous re-inflation)ATwist occursNoANoANoALarge asymmetric collapse with fully activated acceleratorLess than 90° / Dive or roll angle 	Folding lines used	No	А	No	А
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roll angle       15" to 45"       15" to 45"         Re-inflation behaviour       Spontaneous re-inflation       A         Total change of course       Less than 360"       A       Less than 360"       A         Collapse on the opposite side occurs       No (or only a small number of apportaneous re-inflation)       A       No (or only a small number of apportaneous re-inflation)       A         Twist occurs       No No       A       No       No       A       No       A         Catage accurs       No       A       No       A       No       A       A         Catage accurs       No       A       No       A       No       A       A         Catage accurs       No       A       No       A       No       A       A         Catage accurs       No       A       No       A       No       A       A         Catage accurs       Less than 30" / Dive or roll angle 15" to 45"       A       Less than 30" / Dive or roll angle 15" to 45"       A       Less than 30" / Dive or roll angle 15" to 45"       A       Less than 30" / Dive or roll angle 15" to 45"       A       Less than 30" / Dive or roll angle 15" to 45"       A       Less than 30" / Dive or roll angle 15" to 45"       A       Less than 30" / Dive or roll angle 15" to 45"					
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Large adjourned to collapse with fully activated accelerator       Less than 90° / Dive or roll angle 15° to 45°       A       Less than 90° / Dive or roll angle 15° to 45°       A       Less than 90° / Dive or roll angle 15° to 45°       A       Less than 90° / Dive or roll angle 15° to 45°       A       Spontaneous re-inflation       A         Collapse on the opposite side occurs       Less than 360°       A       Less than 360°       A       Less than 360°       A         Collapse on the opposite side occurs       No (or only a small number of collapsed cells with a spontaneous reinflation)       No (or only a small number of collapsed cells with a spontaneous reinflation)       A       No (or only a small number of collapsed cells with a spontaneous reinflation)       A         Twist occurs       No       A       No       A       No       A         Folding lines used       No       A       No       A       No       A         Able to keep course       Yes       A       Yes       A       More than 50 % of the symmetric control travel       A         Spin occurs       No       A       No       A       No       A         16. Trim speed spin tendency       A       No       A       No       A         Spin occurs       No       A       No       A <t< td=""><td>Cascade occurs</td><td>No</td><td>А</td><td>No</td><td>А</td></t<>	Cascade occurs	No	А	No	А
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15. Directional control with a maintained asymmetric collapse       A         Able to keep course       Yes       A       Yes       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       More than 50 % of the symmetric control travel       A         16. Trim speed spin tendency       A       A       No       A       No       A         Spin occurs       No       A       No       A       No       A         18. Recovery from a developed spin       A       A       No       A       No       A         Spin rotation angle after release       Stops spinning in less than 90°       A       No       A       No       A         Change of course before release       Changing course less than 45°       A       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       Dive forward 0° to 30°       A       Dive forward 0° to 30°       A<	Cascade occurs	No	А	No	А
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19. B-line stallAChange of course before releaseChanging course less than 45°AChanging course less than 45°ABehaviour before releaseRemains stable with straight spanARemains stable with straight spanARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ACascade occursNoANoA20. Big earsAEntry procedureDedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sADedicated controlsADive forward angle on exitDedicated controlsANoADive forward or during big earsStable flightAStable flightABehaviour during big earsSpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A	Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Change of course before releaseChanging course less than 45° Remains stable with straight spanAChanging course less than 45° AABehaviour before releaseRemains stable with straight spanARemains stable with straight spanARecoverySpontaneous in less than 3 s Dive forward angle on exitASpontaneous in less than 3 s Dive forward 0° to 30°ADive forward 0° to 30°ACascade occursNoANoA20. Big earsADedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward or uring big earsDedicated controlsADedicated controlsARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A	Cascade occurs	No	А	No	А
Behaviour before releaseRemains stable with straight spanARemains stable with straight spanARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ACascade occursNoANoA20. Big earsAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADedicated controlsA	19. B-line stall	Α			
spanRecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ACascade occursNoANoA20. Big earsAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°A	Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Dive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ACascade occursNoANoA20. Big earsAADedicated controlsADedicated controlsAEntry procedureDedicated controlsADedicated controlsAStable flightABehaviour during big earsStable flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°A	Behaviour before release		A	Remains stable with straight span	A
Cascade occursNoANoA20. Big earsAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
20. Big earsAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Entry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A	Cascade occurs	No	А	No	А
Behaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A	20. Big ears	Α			
RecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A	Entry procedure	Dedicated controls	А	Dedicated controls	А
Dive forward angle on exit     Dive forward 0° to 30°     A     Dive forward 0° to 30°     A	Behaviour during big ears	Stable flight	А		А
	-	•			A
21 Big ears in accelerated flight A			A	Dive forward 0° to 30°	A
	21. Big ears in accelerated flight	A De dia sta di se starle		Dedited at the	
					A
Deboviour during hig ears		-		-	A
					A
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A	Dive forward angle on exit		A		A

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24. Comments of test pilot

Comments