

Flight test report: EN 926-2:2013

Manufacturer Address	Supair - VLD 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
EntryRocking back less than 45°ARocking back less than 45°RecoverySpontaneous in less than 3 sASpontaneous in less than 3 sDive forward angle on exit Change of courseDive forward 0° to 30° Keeping courseADive forward 0° to 30° Keeping courseCascade occursNoANoFolding lines usedNoANoAt least 50% chordEntryRocking back less than 45°ARocking back less than 45°EntryRocking back less than 45°ARocking back less than 45°ARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sDive forward angle on exit / Change of courseDive forward 0° to 30° / Keeping courseADive forward 0° to 30° / Keeping courseCascade occursNoANoANoFolding lines usedNoANoAWith acceleratorEntryRocking back less than 45°ARocking back less than 45°EntryRocking back less than 45°ANoAFolding lines usedNoANoADive forward angle on exit / Change of courseSpontaneous in less than 3 sASpontaneous in less than 3 sDive forward angle on exit / Change of courseDive forward 0° to 30° / Keeping courseANoCascade occursNoANoADive forward angle on exit / Change of courseSpontaneous in less than 3 sASpontaneous in less than 3 sDive forward angle on	s A ng A A A A A bing A A A A bing 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
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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
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	-	•			A
21 Big ears in accelerated flight A			A	Dive forward 0° to 30°	A
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24. Comments of test pilot

Comments