AIR TURQUOISE SA | PARA-TEST.COM

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & LTF 91/09

Address 2, Queens Drive LA4EIN . UK Glider model LM6 MS Classification PR13-R-04A-001 Representative None PR13-R-04A-001 Place of test Villeneuve Folding lines used yes Test pilot Thurnheer Claude Supair - Altiplume S Supair - Altiplume	Manufacturer	Ozone Gliders	Certification number		PG_1049.2016	
Serial number	Address	LA46LN .	Date of flight test		23. 05. 2016	
Trimmer no Place of test Villeneuve Folding lines used yes Test pilot Thumheer Claude Supair - Altiplume S Supair	Glider model	LM6 MS	Classification		D	
Trimmer no Place of test Villeneuve Folding lines used yes Test pilot Thumheer Claude Supair - Altiplume S Supair	Serial number	PR13-R-04A-001	Representative		None	
Folding lines used yes Test pilot			•			
Harness to risers distance (cm) 43 43 44 Distance between risers (cm) 44 44 44 Total weight in flight (kg) 80 95 1. Inflation/Take-off Rising behaviour Overshoots, shall be slowed down to avoid a front collapse behaviour avoid a front collapse behaviour A No A No A No A No A Special take off technique required No A No A No A No A No A Special landing technique required No A No A No A No A No A No A Special landing technique required No A No A No A No A No A Special landing technique required No A No A No A No A No A Special landing technique required No A No A No A No A No A No A Special landing technique required No A No A No A No A No A No A Special landing technique required No A No A No A No A No A No A Special landing technique required No A No A No A No A No A Special landing technique required No A No A No A No A No A Special landing technique required No A No A No A No A No A Special landing technique required No A No A No A No A Special landing technique required No A No A No A No A Special landing technique required No A No A No A No A Special landing technique required No A No A No A Special landing technique required No A No	-		1 1000 01 1001		· moneave	
Harness to risers distance (cm) 43 43 Distance between risers (cm) 44 144 Total weight in flight (kg) 80 95 1. Inflation/Take-off C Rising behaviour Overshoots, shall be slowed down to avoid a front collapse down to avoid a front collapse A No A N	Test pilot		Thurnheer Claude		Zoller Alain	
Harness to risers distance (cm) 43 44 Distance between risers (cm) 44 44 A4 45 Total weight in flight (kg) 80 95 1. Inflation/Take-off C Rising behaviour Overshoots, shall be slowed down to avoid a front collapse A No A N	Harness		Supair - Altiplume S		Supair - Altiplume S	
Distance between risers (cm)		stance (cm)	·		·	
Total weight in flight (kg) 1. Inflation/Take-off Rising behaviour Covershoots, shall be slowed down to avoid a front collapse Special take off technique required No A C. Overshoots, shall be slowed down to avoid a front collapse Special take off technique required No A C. Landing A Special landing technique required No A C. Special take off technique required No A No Control pressure / travel No Control pressure / trave		, ,				
I. Inflation/Take-off Rising behaviour Covershoots, shall be slowed down to avoid a front collapse No No A No A 2. Landing A Special take off technique required No No A 3. Special landing technique required No No A 3. Special straight flight 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 Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Dive forward angle on exit Dive forward less than 30° A No A No A No A No A No A R Reducing A Spontaneous exit A Spontaneous exit A Immediate reduction of rate of turn A Limital response of glider (first 180°) Immediate reduction of rate of turn Immediate reduction of r		, ,				
Rising behaviour Overshoots, shall be slowed down to avoid a front collapse Special take off technique required No A 2. Landing A Special landing technique required No A A Special landing technique required No A A Special landing technique required No A A Special sarting thight A Special instraight flight A Special instraight flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A not available O Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel No available O not available O not available O not available O Sprints ability exiting accelerated flight A Collapse occurs No A No A No A No A Spontaneous exit A Spontaneous exit A Spontaneous exit A Spontaneous exit A Immediate reduction of rate of turn Turn remains constant (g force D Turn remains constant (g force D Turn remains constant (g force	rotal weight in high	it (kg)	80		95	
down to avoid a front collapse by a void a front collapse collapse Special take off technique required A 2. Landing A Special landing technique required No A No A No A No A 3. Speed in straight flight A Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Yes A Minimum speed Less than 25 km/h A Less than 25 km/h A 4. Control movement A Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A not available 0 Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. teight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. teight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. teight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A A Max. teight in flight greater than 60 cm A No A Dive forward less than 30° A No A No A No A No A No A Selbusting accelerated flight A Freducing A Reducing A Reducing A Sentaneous exit A Immediate reduction of rate of turn A Immediate reduction of ra	1. Inflation/Take-off		С			
2. Landing A Special landing technique required No A Special landing technique required A Special landing technique required No A 3. Speed in straight flight A Trim speed more than 30 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Minimum speed Less than 25 km/h A Le	Rising behaviour			С		С
Special landing technique required No A 3. Speed in straight flight A Trim speed more than 30 km/h Yes A Speed range using the controls larger than 10 km/h Yes A A Speed range using the controls larger than 10 km/h Manimum speed Less than 25 km/h A 4. Control movement A Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A A Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 60 cm A A Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Increasing / greater than 60 cm A A Divereasing / greater than 55 cm A D	Special take off technique	required	No	Α	No	Α
3. Speed in straight flight Trim speed more than 30 km/h Yes A Yes A Yes A Yes A Max. Weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A not available O No A	2. Landing		Α			
Trim speed more than 30 km/h Yes A Yes A Yes A Yes A Minimum speed Less than 25 km/h A not available O Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A not available O Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel No not available O Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel No not available O Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel No not available O Increasing / greater than 60 cm A Max. weight in flight greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel No not available O Increasing / greater than 60 cm A No not available O Increasing / greater than 60 cm A No not available O Increasing / greater than 60 cm A No tavailable O Increasing / greater than 55 cm A No tavailable O Increasing / greater than 60 cm A No not available O Increasing / greater than 60 cm A No not available O Increasing / greater than 60 cm A No tavailable O Increasing / greater than 60 cm A No tavailable O Increasing / greater than 55 cm A No tavailable O Increasing / greater than 55 cm A No tavailable O Increasing / greater than 55 cm A No tavailable O Increasing / greater than 60 cm A No tavailable O Increasing / greater than 60 cm A No tavailable O Increasing / greater than 60 cm A No tavailab	Special landing technique	required		Α	No	Α
Speed range using the controls larger than 10 km/h Mainimum speed A Less than 25 km/h A not available 0 Max. weight in flight up to 80 kg Symmetric control pressure / travel not available 1 not available 2 not available 1 not available 2 not available 3 not available 4 Dive forward less than 30° A Dive forward less than 30° A No A No A No A No A No A No A Reducing A Reducing A Reducing A Reducing A Reducing A Spontaneous exit A Spontaneous exit A Spontaneous exit A Spontaneous exit A Immediate reduction of rate of turn			Α			
Minimum speed 4. Control movement A Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A not available 0 Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 not available 0 not available 0 5. Pitch stability exiting accelerated flight A Collapse occurs No A No A No A No A 7. Roll stability operating controls during accelerated flight Collapse occurs No A Reducing A Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Immediate reduction of rate of turn A Immediate reduction of rate of turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force				Α		
A Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A not available 0 Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 not available 0 not available 0 5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive 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 Collapse occurs No A No A 7. Roll stability and damping A Coscillations Reducing A Reducing A 8. Stability in gentle spirals A 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°) Immediate reduction of rate of turn A Immediate reduction of rate of turn Turn remains constant (g force D						
Max. weight in flight up to 80 kg Symmetric control pressure / travel				Α	Less than 25 km/h	Α
Symmetric control pressure / travel Increasing / greater than 55 cm A not available 0 Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 not availa	4. Control movement		A			
Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 n	Max. weight in flight up t	to 80 kg				
Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 not available 0 5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A Collapse occurs No A 6. Pitch stability operating controls during accelerated flight Collapse occurs No A 7. Roll stability and damping A Oscillations Reducing A 8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit D Initial response of glider (first 180°) Immediate reduction of rate of turn A Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D			Increasing / greater than 55 cm	Α	not available	0
Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 not available 0 5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° A Collapse occurs No A No A No A 6. Pitch stability operating controls during accelerated flight Collapse occurs No A No A No A 7. Roll stability and damping A Oscillations Reducing A Reducing A Reducing A 8. Stability in gentle spirals A 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°) Immediate reduction of rate of turn A Tendency to return to straight flight Turn remains constant (g force D	Max. weight in flight 80 F	kg to 100 kg				
Symmetric control pressure / travel not available 0 not available 0 not available 0 5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° A Collapse occurs No A No A No A 6. Pitch stability operating controls during accelerated flight Collapse occurs No A No A No A 7. Roll stability and damping A Coscillations Reducing A Reducing A 8. Stability in gentle spirals A 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°) Immediate reduction of rate of turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D	Symmetric control pressur	re / travel	not available	0	Increasing / greater than 60 cm	Α
Symmetric control pressure / travel not available 0 not available 0 not available 0 5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° A Collapse occurs No A No A No A 6. Pitch stability operating controls during accelerated flight Collapse occurs No A No A No A 7. Roll stability and damping A Coscillations Reducing A Reducing A 8. Stability in gentle spirals A 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°) Immediate reduction of rate of turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D	Max weight in flight gre	ator than 100 kg				
5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive 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 Collapse occurs No A No A 7. Roll stability and damping Oscillations Reducing A 8. Stability in gentle spirals Tendency to return to straight flight Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) Immediate reduction of rate of turn A Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force		-	not available	0	not available	0
Dive forward angle on exit Collapse occurs No A No A No A No A No A Collapse occurs No A Collapse occurs No A A Collapse occurs A Collapse occurs No A Collapse occurs A A Collapse occurs A No A Reducing A Reducing A Reducing A Spontaneous exit A Spontaneous exit A Spontaneous exit A Immediate reduction of rate of turn A Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D	· ·					
6. Pitch stability operating controls during accelerated flight Collapse occurs No A No A No A 7. Roll stability and damping A Oscillations Reducing A Reducing A 8. Stability in gentle spirals 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°) Immediate reduction of rate of turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D			Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs No A No A No A 7. Roll stability and damping A Oscillations Reducing A 8. Stability in gentle spirals A 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°) Immediate reduction of rate of turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D	Collapse occurs		No	Α	No	Α
7. Roll stability and damping A Oscillations Reducing A Reducing A 8. Stability in gentle spirals A 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°) Immediate reduction of rate of turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D		ng controls during accelerated	Α			
Oscillations Reducing A Reducing A 8. Stability in gentle spirals A 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°) Immediate reduction of rate of turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D	Collapse occurs		No	Α	No	Α
8. Stability in gentle spirals 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°) Immediate reduction of rate of turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D	7. Roll stability and damping		Α			
Tendency to return to straight flight 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) Immediate reduction of rate of turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D Turn remains constant (g force	Oscillations		Reducing	Α	Reducing	Α
9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) Immediate reduction of rate of turn Tendency to return to straight flight D Immediate reduction of rate of turn A Immediate reduction of rate of turn A Turn remains constant (g force D Turn remains constant (g force D	8. Stability in gentle spirals		Α			
Initial response of glider (first 180°) Immediate reduction of rate of turn Tendency to return to straight flight Immediate reduction of rate of turn A Immediate reductio			•	Α	Spontaneous exit	Α
turn Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force D						
			turn			
	rendency to return to stra	gnt flight		D		D

Turn angle to recover normal flight	With pilot action	D	With pilot action	D
10. Symmetric front collapse	D	D	With phot action	D
10. Symmetric front conapse	D			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Recovery through pilot action in less than a further 3 s	D	Recovery through pilot action in less than a further 3 s	D
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	Yes		Yes	
At least 50% chord				
Entry	Rocking back less than 45°	Α	Rocking back greater than 45°	С
Recovery	Recovery through pilot action in less than a further 3 s	D	Recovery through pilot action in less than a further 3 s	D
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	Yes		Yes	
•				
With accelerator				
Entry	Rocking back greater than 45°	С	Rocking back greater than 45°	С
Recovery	Recovery through pilot action in less than a further 3 s	D	Recovery through pilot action in less than a further 3 s	D
Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Keeping course	В	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	Yes		Yes	
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	Α			
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	C			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 30° to 60°	В
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α
Rocking back	Less than 45°	Α	Greater than 45°	С
Line tension	Most lines tight	Α	Most lines tight	A
14. Asymmetric collapse	С		3	
,				
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	Inflates in less than 3 s from start of pilot action	С
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	Α	No (or only a small number of	Α
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	Yes		Yes	
Large asymmetric collapse	0001 100015:	_	0001 100015:	_
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 (or only a small number of collapsed cells with a	Α	No (or only a small number of collapsed cells with a spontaneous	Α
	spontaneous reinflation)		reinflation)	
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	Yes		Yes	
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 15° to 45°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Inflates in less than 3 s from start of pilot action	С
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	Yes		Yes	
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 45° to 60°	С	90° to 180° / Dive or roll angle 45° to 60°	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 (or only a small number of collapsed cells with a spontaneous reinflation)	Α	Yes, no turn reversal	С
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	Yes		Yes	
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	Α			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	В			
Spin rotation angle after release	Stops spinning in 90° to 180°	В	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	C		01 1 1 1 450	
Change of course before release		Α	Changing course less than 45°	Α
Behaviour before release	Changing course less than 45°			
	Remains stable with straight span	Α	Remains stable without straight span	С
Recovery	Remains stable with straight span Spontaneous in less than 3 s		Remains stable without straight span Spontaneous in 3 s to 5 s	
Dive forward angle on exit	Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A	Remains stable without straight span Spontaneous in 3 s to 5 s Dive forward 0° to 30°	C B A
Dive forward angle on exit Cascade occurs	Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No	A	Remains stable without straight span Spontaneous in 3 s to 5 s	СВ
Dive forward angle on exit Cascade occurs 20. Big ears	Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B	A A A	Remains stable without straight span Spontaneous in 3 s to 5 s Dive forward 0° to 30° No	C B A
Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure	Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls	A A A	Remains stable without straight span Spontaneous in 3 s to 5 s Dive forward 0° to 30° No Dedicated controls	C B A A
Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears	Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight	A A A	Remains stable without straight span Spontaneous in 3 s to 5 s Dive forward 0° to 30° No Dedicated controls Stable flight	C B A A
Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears Recovery	Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s	A A A A B	Remains stable without straight span Spontaneous in 3 s to 5 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in 3 s to 5 s	C B A A A B
Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30°	A A A	Remains stable without straight span Spontaneous in 3 s to 5 s Dive forward 0° to 30° No Dedicated controls Stable flight	C B A A
Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight	Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° B	A A A A B A	Remains stable without straight span Spontaneous in 3 s to 5 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30°	C B A A A A B A
Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30°	A A A A B	Remains stable without straight span Spontaneous in 3 s to 5 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in 3 s to 5 s	C B A A A B

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. Alternative means of directional control	Α			
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