



Flight and Load test report - EN 12491:2001

Manufacturer Bruce Goldsmith Design GmbH
Address Hügweg, 12
 9400 Wolfsberg
 Austria

Certification number: EP 120.2015
Type/model: Oops Bi
Total weight in flight: 210 kg

Description of tests	place:	date:	result:
1. Deployment system strength test A load of 700 N between each components	Villeneuve	29.11.2010	OK
2. Speed of opening test - ref. A (2 times) Time from the instant of free drop until a load of 200 N is sustained Opening time Opening time	Villeneuve	10.05.2010 03.06.2010	< 5 seconds < 5 seconds
3. Descent rate and stability test - ref. A and B (2 times) The paraglider is released as the parachute begins to open, minimum 100 m descent. Stability 1 Sink rate 1 Stability 2 Sink rate 2	Villeneuve	10.05.2010 10.05.2010 03.06.2010 03.06.2010	Stable 5.28 m/sec Stable 5.24 m/sec
4. Strength test 40 m/s opening shock (2 times) The drop test device is accelerated to a straight line velocity of 40 m/s and the parachute deployment handle activated using a static line attached to a drogue chute. Speed of opening is less than 5 seconds Test 1 Test 2	Illarsaz	07.04.2010 17.04.2010	OK OK
5. Interaction and stability test (piloted) - ref. C a the emergency parachute is deployed from a paraglider in normal straight flight. b the pilot shall take no action while the behaviour of the parachute and paraglider are observed 200 metres. c the pilot take action while the behaviour of the parachute and paraglider are observed 200 metres.			not available not available not available

The model described is in conformity with the flight and load tests carried out by Air Turquoise SA.



For Air Turquoise SA

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Weather data, ref. 3 and B

Date / place	hPa	wind	temp	humidity
Villeneuve, May 05, 2010	971.2 hPa	0 km/h	15°	49.5%
<i>Corrected mass:</i>		191.70		
Villeneuve, June 03, 2010				
<i>Corrected mass:</i>		962 hPa	2 km/h	14°
<i>Corrected mass:</i>		192.45		

Reference

A. At horizontal airspeed 8 m/s and vertical speed 1.5 m/s

B. Formula to be used for correcting the test mass ofr differences from ICAO standard atmosphere

$$m_{corr} := m_{dec} \cdot \frac{p \cdot T_0}{p_0 \cdot T}$$

Ground level atmospheric pressure at the test location: (p)

ICAO standard atmospheric pressure at MSL: (p₀)

Ground level température at the test location: (T)

ICAO standard temperature at MSL: (T₀)

Total weight in flight: (m_{dec})

Corrected mass: (m_{corr})

C. Only parachute with controls for steering and landing flare



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