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+A1:2021* & NfL 2-565-20

Manufacturer AddressAirDesign GmbHCertification numberPG_2139.2023AddressRight est01.03.2023SinckAddressAstrokPilght test01.03.2023Glider modelVVO2 LClassificationBGlider modelVVO2 LClassificationBSerial numberXB38.1PP2251043PRepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoSupair - Evo XC 3 LImage: Supair Single ContextFolding lines usednoSupair - Evo XC 3 LImage: Supair Single ContextHarness to risers distance (cm)44Supair - Evo XC 3 LImage: Supair Single ContextHarness to risers distance (cm)48Supair - Evo XC 3 LImage: Supair Single ContextTotal weight in filght (kg)10010Image: Supair Single ContextASpecial take off technique requiredNoNoNoNoSpecial take off technique requiredNoNoNo<						
4. Stock Gor Model ViVO2 L Classification B Gilder model ViVO2 L Classification B Serial number XB34L1PP2251043P Representative None Trimmer no Place of test Villeneuve Folding lines used no Anselm Rauh Harness no Supair - Evo XC 3 L Harness to risers distance (cm) 48 44 Distance between risers (cm) 48 48 Total weight in flight (kg) 100 120 1. InfationTake off Smooth, easy and constant rising A Special landing technique required No A No A Special inding technique required No A No A A: Specin instright flight Besting Shani02 kmh	Manufacturer AirDesian GmbH		Certification number	ification number PG 2139.2023		
4. Stock Gor Model ViVO2 L Classification B Gilder model ViVO2 L Classification B Serial number XB34L1PP2251043P Representative None Trimmer no Place of test Villeneuve Folding lines used no Anselm Rauh Harness no Supair - Evo XC 3 L Harness to risers distance (cm) 48 44 Distance between risers (cm) 48 48 Total weight in flight (kg) 100 120 1. InfationTake off Smooth, easy and constant rising A Special landing technique required No A No A Special inding technique required No A No A A: Specin instright flight Besting Shani02 kmh	-		Flight test	C	 01.03.2023	
AustriaGlider modelVIVO2 LClassificationBGlider modelVIVO2 LClassificationNoneTrimmernoPlace of testVilleneuveTrimmernoPlace of testVilleneuveFolding lines usednoVilleneuveTest pilot-Alexandre JofresaAnselm RauhHarness to risers clisers (cm)4laSupair - Evo XC 3 L-Harness to risers (cm)484-Total weight in flight (kg)100120-1.InflatorTake-offNone, easy and constant rising A second notation trising A second notation trising A second notation trising 			5	-		
Glider modelVIVO2 LClassificationBSerial numberXB38L1PP2251043PRepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoVilleneuveVilleneuveTorst pliotnoNiviuk Gliders - Konvers MSupair - Evo XC 3 LHarnessNiviuk Gliders - Konvers MSupair - Evo XC 3 LHarnessHarness to risers distarce (cm)4444-Distance between risers (cm)48Rooth, easy and constant risingASpecial late off technique requiredNoANoASpecial late off technique requiredNoANoASpecial larding technique requiredNoANoA<						
Serial numberXB38L1PP2251043PRepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoVilleneuveFolding lines usednoAlexandre JofresaAnseim RauhTest pllotAlexandre JofresaSupair - Evo XC 3 LHarness to risers distance (cm)4444Distance between risers (cm)4843Total weight in flight (kg)100101. Inflation/Take-offASmooth, easy and constant risinASpecial lake off technique requiredNoANoASpecial lake off technique requiredNoANoASpecial indright flight TBTTASpecial indright flight TVasAYasASpecial indright flight TNoAYasASpecial indright flight TVasAYasAA Special indright flight TNoAYasAA Special indright flight TNoAYasAA Special indright flight TNoAYasASpecial indright flight TNoAYasA						
Trimmer no Place of test Villeneuve Folding lines used no Asselm Rauh Inselm Rauh Test pilot Niviuk Gliders - Konvers M Supair - Evo XC 3 L Inselm Rauh Harness Niviuk Gliders - Konvers M Supair - Evo XC 3 L Inselm Rauh Harness to risers distance (cm) 48 Itestace Itestace Distance between risers (cm) 88 Itestace Itestace Total weight in filight (kg) Nooth, easy and constant rising A Nooth, easy and constant rising A Nooth, easy and constant rising A Special take off technique required No A No A Special take off technique required No A No A Special take off technique required No A No A Special take off technique required No A No A Special take off technique required No A No A Special take off technique required No A No A A special take off technique required No A No A A specid take off techniqu	Glider model	VIVO2 L	Classification	E	3	
Folding lines used noAlexandre JofresaAnselm RauhHarnessNiviuk Gilders - Konvers MSupair - Evo XG 3LHarness to risers distance (cm)4444Distance between risers (cm)4848Total weight in flight (kg)100101. Inflator Tak-offASmooth, easy and constant risingASpecial take off technique requiredSmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingAVesANoASpecial take off technique requiredNoANoA3. Special rating flightBTTTTim speed more than 30 km/hYesAYesASpecial rating tright BightRSecial take off technique requiredAYesASpecial rating tright Bot for total targer than 10 km/hYesAYesAA control pressure / travelnotavailableIIMaximus peedInterasing / greater than 62AInterasing / greater than 63AMax. weight in flight Bot got 100 totalInterasing / greater than 63ANoASymmetic control pressure / travelInterasing / greater than 63ANoAA control mersure / travelInterasing / greater than 63ANoAA control pressure / travelInterasing / greater than 63ANoAA control pressure / travel<	Serial number	XB38L1PP2251043P	Representative	None		
Test pilotAlexandre JofresaAnselm RauhHarnessNiviuk Gliders - Konvers MSupair - Evo XC 3 LHarness to risers distance (cm)4444Distance between risers (cm)4848Total weight in flight (kg)1001201. Inflation/Take-offAKonoth, easy and constant rising AASpecial take off technique requiredNoANoASpecial range more than 30 km/hYesAYesASpecial range using the control larger than 10 km/hYesAYesAKoentrol pressure / travelnot available0not available0Max. weight in flight 90 to 80 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmANoASymmetric control pressure / travelDive forward less than 30"ANoAACollapse coursANoASymmetric control pressure / travelReducingANoANoAASymmetric control pressure / travelReducingANoANoASymmetric control	Trimmer	no	Place of test	٧	/illeneuve	
HarnessNiviuk Gliders - Konvers MSupair - Evo XC 3 LHarness to risers distance (cm)4444Distance between risers (cm)4848Total weight in flight (kg)100121. Inflation/Take-offAsmooth, easy and constant risingASpecial take off technique requiredNoANoASpecial take off technique requiredNoANoASpecial instright flightBTTTTim speed more than 30 km/hYesAYesASpeed in straight flightBTTTTim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hAYesAAA. control pressure / travelnot available0not available0ASymmetric control pressure / travelnot available0not available0ASymmetric control pressure / travelNoANoAACollapse occursNoANoAAACollapse occursNoANoAAACollapse occursNoANoAAACollapse occursNoANoAAACollapse occursNoANoAAACollapse occursNoANoA <td< td=""><td>Folding lines used</td><td>no</td><td></td><td></td><td></td><td></td></td<>	Folding lines used	no				
Harness to risers distance (cm)4444Distance between risers (cm)4848Distance between risers (cm)4848Total weight in flight (kg)100120I.Inflation/Tak-offA5000000000000000000000000000000000000	Test pilot		Alexandre Jofresa	A	Anselm Rauh	
Distance between risers (cm)4848Total weight in flight (kg)1001201. Inflation/Take-offASmooth, easy and constant risingARising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASpecial take off technique requiredNoANoA3. Speed in straight flightBTTSpecial take off technique requiredNoAYesAYesA3. Speed in straight flight up to 80 km/hYesAYesAYesAYesA4. Control movementALess than 25 km/hAYesAYesAYesA3. Speed in straight flight up to 80 kgTTTStraight flight up to 80 kgTTStraight flight up to 80 kgTTSymmetric control pressure / travelnot availableDnot availableDDNot availableASymmetric control pressure / travelNoANoAASeedia take off technique take off tight 00 kgANoASymmetric control pressure / travelNoNoANoAAOutparting accelerated flightAPicerasing / greater than 65 cmANoAS. Pitch stability operating controls during acceleratedANoAAOtalagaee accursNoANo </td <td>Harness</td> <td></td> <td>Niviuk Gliders - Konvers M</td> <td>S</td> <td colspan="2">Supair - Evo XC 3 L</td>	Harness		Niviuk Gliders - Konvers M	S	Supair - Evo XC 3 L	
Distance between risers (cm)4848Total weight in flight (kg)1001201. Inflation/Take-offASmooth, easy and constant risingARising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASecial landing technique requiredNoANoA3. Special instraight flightBTTSecial regulation in the second constant risingAYesAYesA3. Special range using the controls larger than 10 km/hYesAYesAYesA4. Control movementAConstant Singht flight up to 80 kgTTStSymmetric control pressure / travelnot available0not available0not available0Max. weight in flight up to 80 kgTTStTSt<	Harness to risers d	listance (cm)	44		•	
Total weight in flight (kg)1001201. Inflation/Take-offARising behaviourSmooth, easy and constant risingASpecial lake off technique requiredNoASpecial lake off technique requiredNoA3. Special landing technique requiredNoA3. Special landing technique requiredNoA3. Special instraight flightBTrim speed more than 30 km/hYesAYesAYesAMinimum speedLess than 25 km/hA25 km/h to 30 km/hB4. Control movementASecial landing technique requirednot available0not available0Max. weight in flight vip to 80 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight spectration 100 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight spectration 100 kgSignametric control pressure / travelNoANoAOrlages occursNoANoAAACollages occursNoANoAACollages occursNoANoAASymmetric ontrol pressirelsASpontaneous exitAACollages occursNoANoAACollages occursNoASpontaneous exitAASublify ngenties piralsASpontaneous exitA						
1. Inflation/Take-offA1. Inflation/Take-offSmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASpecial landing technique requiredNoANoA3. Special inding technique requiredNoANoAA3. Special inding technique requiredNoANoAASpecial inding technique requiredNoANoAASpeed range using the controls larger than 10 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesASymetric control pressure / travelnot available0not available0not available0Max. weight in flight got 80 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight got 100 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelDive forward less than 30°ANoAAOrelage occursNoANoAAACollages occursNoANoAAACollages occursNoAReducingAAAStability angette spiralsASpontaneous exit (force farger, farger farger)AAStability in gente spiralsA<						
Rising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASpecial landing technique requiredNoANoA3. Speed in straight flightBTTSpecial landing technique requiredANoA3. Speed in straight flightBSpecial landing technique requiredAYesAYesASpeed range using the controls larger than 10 km/hYesAYes (mo to 30 km/hASpeed range using the controls larger than 10 km/hLess than 25 km/hAYes (mo to 30 km/hB4. Control movementAAYes (mo to 30 km/hBMax. weight in flight 80 kg to 100 kgTTTTSymmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgTTTTSymmetric control pressure / travelIncreasing / greater than 65 cmANoACollape occursNoANoACollape occursACollape occursNoANoNoASCollape occursNoANoNoACollape occursNoANoNoACollape occursNoANoNoACollape occursNoANoNoAShifth stability od tampingA <td>i otal weight in fligi</td> <td>nt (Kg)</td> <td>100</td> <td>1</td> <td colspan="2">120</td>	i otal weight in fligi	nt (Kg)	100	1	120	
Special take off technique requiredNoANoA2. LandingASpecial landing technique requiredNoANoASpecial landing technique requiredNoANoA3. Special traight flightBTrim speed more than 30 km/hYesAYesASpecial traight flightB4. Control movementAAYesAMax. weight in flight to to 80 kgSSSSSymmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgSSSSSymmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgSSSSSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSSSASymmetric control pressure / travelNoANoADive forward angle on exitANoAACollapse occursNoANoAACollapse occursNoANoAASoptaneous exiting a fully developed spiral diveBSSAA stability in gente spiratsASoptaneous exit (g force dereasing, rate of turn decreasing, rate of turn decreasing)ANo inmediate reactionB stability in gente spiratsASoptaneous ex						
2. LandingASpecial landing technique requiredNoANoASpecial instraight flightBTim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAVesAMinimum speedLess than 25 km/hA2Struhh to 30 km/hB4. Control movementA-Struhh to 30 km/hBMax. weight in flight to 50 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelNot availableAIso availableASollation tright greater than 100 kgSymmetric control pressure / travelNot availableAIso availableA-Sollation pressure / travelNo iso availableANo availableA-Sollation pressure / travelNoSollation pressure / travelNoSollation pressure / travelNoSollationsANoSo			· · · · ·		•	
Special landing technique requiredNoANoA3. Speed in straight flightBTrim speed more than 30 km/hYesAYesAMinimum speedLess than 25 km/hAYesB4. Control movementLess than 25 km/hAStandard 20 km/hB4. Scontrol movementnot availableot availableot availableCSymmetric control pressure / travelnot availableot available0not available0Max. weight in flight greater than 100 kgunavailableot available0Notavailable0Symmetric control pressure / travelIncreasing / greater than 65 cmANotavailableA2Symmetric control pressure / travelIncreasing / greater than 65 cmANotavailableAASoftenstability oxiting accelerated flightAIncreasing / greater than 65 cmANotavailableACollapse occursNoANotavailableAAAACollapse occursNoANotavailableAAAA Statility operating flightAANotancousexitAAAAA Statility operating flightAANoNoAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA<		erequired		A	No	A
3. Speed in straight flightBTrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLees than 25 km/hA25 km/h to 30 km/hB4. Control movementAATerm and an and and	-					
Trim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hA25 km/h to 30 km/hB4. Control movementAAAStem/h to 30 km/hBMax. weight in flight up to 80 kgSymmetric control pressure / travelnot available0not available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelnot availableAIncreasing / greater than 65 cmA				A	No	A
Speed range using the controls larger than 10 km/hYesAYesAYesAMinimum speedLess than 25 km/hA25 km/h to 30 km/hB4. Control movementAAStam/h to 30 km/hBMax. weight in flight up to 80 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight 30 kg to 100 kgNot available0Max. weight in flight greater than 100 kgNot available0Max. weight in flight greater than 100 kgNot available0Max. weight in flight greater than 100 kg <t< td=""><td colspan="2"></td><td></td><td>٨</td><td>No.</td><td>^</td></t<>				٨	No.	^
Minimum speedLess than 25 km/hA25 km/h to 30 km/hB4. Control movementAAMax. weight in flight up to 80 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight go 100 kgssssSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgssssSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAVNoA6. Pitch stability operating controls during acceleratedANoAA6. Pitch stability operating controls during acceleratedANoAA6. Stability and dampingAReducingAReducingA7. Roll stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveBIntereasing, rate of turn decreasing,	•					
A. Control movementAMax. weight in flight up to 80 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgreseasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAreseasing / greater than 65 cmA6. Pitch stability exiting accelerated flightAUive forward less than 30°ADive forward less than 30°A6. Pitch stability operating controls during acceleratedNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursAAReducingAACollapse occursAAReducingAACollapse occursANoANoACollapse occursNoANoAACollapse occursAReducingAReducingAStability in gentle spiralsAReducingAReducingABStability in gentle spiralsA <td colspan="2"></td> <td></td> <td></td> <td></td> <td></td>						
Max. weight in flight up to 80 kgot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgnot available0not available0Max. weight in flight greater than 100 kgnot available0not available0Symmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmAS Pitch stability exiting accelerated flightAVVACollapse occursNoANoAACollapse occursNoANoAAStability on genter barsing flightANoAAStability in gentle spiralsAANoAAStability in gentle spiralsAANoAAStability on gentle flightImmediate reduction of rate of turnANoAAStability in gentle spiralsImmediate reduction of rate of turn decreasing, rate of t						D
Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgnot available0not available0Max. weight in flight greater than 100 kgnot available0not available0Max. weight in flight greater than 100 kgnoreasing / greater than 65 cmAIcreasing / greater than 65 cmANoreasing / greater than 65 cmA5. Pitch stability accelerated flightADive forward less than 30°ADive forward less than 30°ANACollapse occursNoANoNoASolutionsACollapse occursNoANoAAACollapse occursNoANoAAS. Toti stability operating controls during accelerated flightANoAACollapse occursNoANoAAA. T. Rol stability and dampingAReducingAReducingAS. Stability ing entile spiralsASpontaneous exitASpontaneous exitAB. Stability ing entile spiralsNoMoSpontaneous exit (g force decreasing, rate of turn decreasing, rate of turn de		to 80 kg	~			
Max. weight in flight 80 kg to 100 kgot available0not available0Symmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAIncreasing / greater than 30°ACollapse occursNoANoNoACollapse occursNoANoACollapse occursNoANoACollapse occursAANoACollapse occursNoANoACollapse occursReducingAKeucingACollapse occursNoANoAS. Stability in gentle spiralsASpontaneous exitAS. Stability in gentle spiralsASpontaneous exit (g force decreasing, rate of turn decreasing)AS. Stability in gentle spiral flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightSpon			not available	0	not available	0
Symmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgincreasing / greater than 65 cmAincreasing / greater than 65 cmASymmetric control pressure / travelincreasing / greater than 65 cmAincreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAincreasing / greater than 30°Aincreasing / greater than 30°ACollapse occursNoANoAincreasing / greater than 30°ACollapse occursNoANoAACollapse occursNoANoAAOscillationsANoAAAStability in gentle spiralsAANoAAStability in gentle spiralsASpontaneous exit (g force ecreasing, rate of turn decreasing ecreasing, rate of turn decr				Ū		Ū
Nax. weight in flight greater than 100 kgIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoANoA6. Collapse occursNoANoAA7. Roll stability and dampingAANoAAOscillationsReducingAReducingAA8. Stability in gentle spiralsASpontaneous exit (for Cetter)AA9. Behaviour exiting a fully developed spiral diveBImmediate reduction of rate of turn decreasing, rate of turn decreasi			not available	0	not available	0
Symmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoA7. Roll stability and dampingANoAA0 scillationsReducingAReducingAReducing8. Stability in gentle spiralsASpontaneous exitASpontaneous exit (g fore decreasing, rate of furm decreasing)B1. Initial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of furm decreasing recoveryALess than 720°, spontaneousALess than 720°, spontaneous ecoveryA10. Symmetric front collapse Approximately 30 % chordALess than 720°, spontaneous ecoveryALess than 720°, spontaneousA						
5. Pitch stability exiting accelerated flightADive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA6. Pitch stability and dampingAVoACollapse occursNoANoA7. Roll stability and dampingAVoAOscillationsReducingAReducingA8. Stability in gentle spiralsAVoATendency to return to straight flightSpontaneous exitASpontaneous exit (g force decreasing, rate of turn decreasing)BInitial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAAA			Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
Dive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoACollapse occursNoANoA7. Roll stability and dampingAReducingAReducingOscillationsAReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive lenency to return to straight flightBNo immediate reactionBInitial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing, rate of turn decreasing, recoveryASpontaneous exit (g force decreasing, rate of turn decreasing, recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA			Α			
6. Pitch stability operating controls during accelerated flightACollapse occursNoANoA7. Roll stability and dampingAKeducingAOscillationsReducingAReducingA8. Stability in gentle spiralsASontaneous exitASontaneous exitA9. Behaviour exiting a fully developed spiral diveBImmediate reduction of rate of turnANo immediate reactionB1. Initial response of glider (first 180°)Immediate reduction of rate of turnASpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)A1. Urn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA1. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA			Dive forward less than 30°	А	Dive forward less than 30°	А
flightNoANoACollapse occursNoANoA7. Roll stability and dampingAAReducingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exit9. Behaviour exiting a fully developed spiral diveBImmediate reduction of rate of turnANo immediate reactionB1. Initial response of glider (first 180°)Immediate reduction of rate of turnASpontaneous exit (g force decreasing, rate of turn decreasion)ASpontaneous exit (g force decreasing, rate of turn decreasion)A1. Urn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA0. Symmetric front collapse Approximately 30 % chordAAAAA	Collapse occurs		No	А	No	А
7. Roll stability and dampingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveBImmediate reduction of rate of turnANo immediate reactionB1 endency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)B1 urn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA		ng controls during accelerated	Α			
OscillationsReducingAReducingA8. Stability in gentle spiralsA </td <td>Collapse occurs</td> <td></td> <td>No</td> <td>А</td> <td>No</td> <td>А</td>	Collapse occurs		No	А	No	А
8. Stability in gentle spiralsATendency to return to straight flightSpontaneous exitA9. Behaviour exiting a fully developed spiral diveBInitial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing)ATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordA	7. Roll stability and dam	ping	Α			
Tendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveBInitial response of glider (first 180°)Immediate reduction of rate of turnANo immediate reactionBTendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous curn and curn and curr and c	Oscillations		Reducing	А	Reducing	А
9. Behaviour exiting a fully developed spiral dive B Initial response of glider (first 180°) Immediate reduction of rate of turn A No immediate reaction B 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 Spontaneous exit (g force decreasing, rate of turn decreasing) A Turn angle to recover normal flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous A Less than 720°, spontaneous A A 10. Symmetric front collapse A A A A A A	8. Stability in gentle spi	rals	Α			
Initial response of glider (first 180°)Immediate reduction of rate of turnANo immediate reactionBTendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous recoveryA	-	• •	Spontaneous exit	А	Spontaneous exit	А
Tendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordALess than 720°, spontaneous recoveryA			В			
decreasing, rate of turn decreasing) decreasing, rate of turn decreasing) Turn angle to recover normal flight Less than 720°, spontaneous recovery 10. Symmetric front collapse A Approximately 30 % chord A	Initial response of glider (first 180°)			Α		
recovery recovery 10. Symmetric front collapse A Approximately 30 % chord A	Tendency to return to straight flight			A		A
10. Symmetric front collapse A Approximately 30 % chord A	Turn angle to recover normal flight			A		A
	10. Symmetric front col	lapse	•			
EntryRocking back less than 45°ARocking back less than 45°A	Approximately 30 % cho	ord				
	Entry		Rocking back less than 45°	А	Rocking back less than 45°	А

*This standard is NOT covered by accreditation D-IS-19457-01 Test Report generated automatically by AIR TURQUOISE SA, valid without signature Rev 07 | 04.03.2022 // ISO | 91.22 // Page 1 of 3

Deserver	Coortenacio in lass than 2 a	•	Coordenaaus in less them 2 a	^
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 0° to 30° Keeping course	A
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
At least 50% chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
With accelerator				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	А	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	В			
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°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	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)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	A
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)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
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°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A

*This standard is NOT covered by accreditation D-IS-19457-01 Test Report generated automatically by AIR TURQUOISE SA, valid without signature Rev 07 | 04.03.2022 // ISO | 91.22 // Page 2 of 3

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 collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large 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°	А	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	А
Total change of course	Less than 360°	Α	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)	A
Twist occurs	No	Α	No	А
Cascade occurs	No	Α	No	А
Folding lines used	No	Α	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
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	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	А
Cascade occurs	No	Α	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	Α	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	Α	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	A			
Entry procedure	Dedicated controls	A	Dedicated controls	A
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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control	A	•	Vec	
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
23. Any other flight procedure and/or configuration described in the user's manual	0 not evellable	0		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				