

Flight test report: EN 926-2:2013+A1:2021* and NfL 2-565-20

Manufacturer	Flow Paragliders	Certification number	PG_2113.2023	
Address	26 kalmia Court 4221 QLD Elanora Australia	Flight test	09.02.2023	
Glider model	PANORAMA 2 41	Classification	B	
Serial number	P241221211	Representative	None	
Trimmer	Closed	Place of test	Villeneuve	
Folding lines used	no			
Test pilot	Alexandre Jofresa		Claude Thurnheer	
Harness	Woody Valley srl Wani Light 2 M		Advance Thun AG Bi-pro 2	
Harness to risers distance (cm)	43		44	
Distance between risers (cm)	55		55	
Total weight in flight (kg)	90		220	
1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	B			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h	B
4. Control movement	A			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	Increasing / greater than 60 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	0			
Dive forward angle on exit	not available	0	not available	0
Collapse occurs	not available	0	not available	0
6. Pitch stability operating controls during accelerated flight	0			
Collapse occurs	not available	0	not available	0
7. Roll stability and damping	A			
Oscillations	not available	0	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		A			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A	Immediate reduction of rate of 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	
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A	
10. Symmetric front collapse		B			
Approximately 30 % chord					
Entry	Rocking back less than 45°	A	Rocking back less than 45°	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	A	No	A	
Folding lines used	No	A	No	A	
At least 50% chord					
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	Spontaneous in 3 s to 5 s	B	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	A	No	A	
Folding lines used	No	A	No	A	
With accelerator					
Entry	not available	0	not available	0	
Recovery	not available	0	not available	0	
Dive forward angle on exit / Change of course	not available	0	not available	0	
Cascade occurs	not available	0	not available	0	
Folding lines used	Not available	0	Not available	0	
11. Exiting deep stall (parachutal stall)		A			
Deep stall achieved	Yes	A	Yes	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	
Change of course	Changing course less than 45°	A	Changing course less than 45°	A	
Cascade occurs	No	A	No	A	
12. High angle of attack recovery		A			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A	
Cascade occurs	No	A	No	A	
13. Recovery from a developed full stall		A			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A	
Collapse	No collapse	A	No collapse	A	
Cascade occurs (other than collapses)	No	A	No	A	

Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse				
B				
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	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 collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
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 roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	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 collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available	0	Not available	0
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0

Folding lines used	Not available	0	Not available	0
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			
Spin occurs	No	A	No	A
17. Low speed spin tendency	A			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	B			
Spin rotation angle after release	Stops spinning in 90° to 180°	B	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall	A			
Change of course before release	Changing course less than 45°	A	not available	0
Behaviour before release	Remains stable with straight span	A	not available	0
Recovery	Spontaneous in less than 3 s	A	not available	0
Dive forward angle on exit	Dive forward 0° to 30°	A	not available	0
Cascade occurs	No	A	not available	0
20. Big ears	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
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	A	not available	0
Behaviour during big ears	Stable flight	A	not available	0
Recovery	Spontaneous in less than 3 s	A	not available	0
Dive forward angle on exit	Dive forward 0° to 30°	A	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	not available	0
22. Alternative means of directional control	A			
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			
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