

9. Behaviour exiting a fully developed spiral dive					
Initial response of glider (first 180°)	A	Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to straight flight	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	A	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
10. Symmetric front collapse					
Approximately 30 % chord					
Entry	A	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	A	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	A	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	A	No	A	No	A
Folding lines used	A	No	A	No	A
At least 50% chord					
Entry	A	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	A	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	A	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	A	No	A	No	A
Folding lines used	A	No	A	No	A
With accelerator					
Entry	0	not available	0	not available	0
Recovery	0	not available	0	not available	0
Dive forward angle on exit / Change of course	0	not available	0	not available	0
Cascade occurs	0	not available	0	not available	0
Folding lines used	0	Not available	0	Not available	0
11. Exiting deep stall (parachutal stall)					
Deep stall achieved	A	Yes	A	Yes	A
Recovery	A	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	A	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	A	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	A	No	A	No	A
12. High angle of attack recovery					
Recovery	A	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	A	No	A	No	A
13. Recovery from a developed full stall					
Dive forward angle on exit	A	Dive forward 0° to 30°	A	Dive forward 30° to 60°	B
Collapse	A	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	A	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 less than 90°	A	Stops spinning in 90° to 180°	B
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	B			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	B	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	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	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