Flight test report

Manufacturer Airwave Address Gewerbepark 6

Gewerbepark 6 6142 Mieders Austria

Representive None
Type of glider Gecko L
Trimmer not available

 Certification number
 PG 075.2007

 Date of flight test
 07/05/2007

 Place of test
 Villeneuve

A I R TURQUOISE

Classification B

Test Pilot Claude Thurnheer Alain Zoller
Harness Gin Genie III M Sol - Slider L
Total weight in flight 100 kg 125 kg

		Min weight	Max weight	
1. Inflation/Tal		min weight	max roight	
	Rising behaviour Special take off technique required	Smooth, easy and constant rising A No A	Smooth, easy and constant rising No	A A
2. Landing				
3. Speed in str	Special landing technique required	No A	No	Α
	Trim speed more than 30 km/h	Yes A	Yes	Α
	Speed range using the controls larger than 10 km/h	Yes A		Α
	Minimum speed	Less than 25 km/h A	Less than 25 km/h	Α
4. Control mov				
	Max. weight in flight up to 80 kg	not available (not available	0
	Symmetric control pressure/travel Max. weight in flight 80 kg to 100 kg	not available	Hot available	U
	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 (Increasing, Greater than 65 cm	Α
5. Pitch stabili	ty exiting accelerated flight Dive forward angle on exit	Dive forward less than 30° A	Dive forward less than 30°	Α
	Collapse occurs	No A		A
6. Pitch stabili	ty operating controls during accelerated flight			
	Collapse occurs	No A	No	Α
7. Roll stability	y and damping	Destrologi	De destas	
8. Stability in g	Oscillations	Reducing A	Reducing	Α
o. Grabinty in (Tendency to return to straight flight	Spontaneous exit A	Spontaneous exit	Α
9. Behaviour in	n a steeply banked turn	7		
	Sink rate after two turns	More than 14 m/s	More than 14 m/s	В
10. Symmetric	front collapse	Dealing healtheas they 450	Backing hardstone than 450	
	Entry	Rocking back less than 45° A Spontaneous in less than 3 s A	Rocking back less than 45° Spontaneous in less than 3 s	A A
	Recovery Dive forward angle on exit	Dive foward 0°to 30°, Keeping course A	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No A	No	Α
	With accelerator			
	Entry	Rocking back less than 45° A	Rocking back less than 45°	Α
	Recovery Dive forward angle on exit	Spontaneous in less than 3 s Dive foward 0°to 30°, Keeping course A	Spontaneous in less than 3 s Dive foward 0°to 30°, Keeping course	A A
	Cascade occurs	No A	No	A
11. Exiting dea	ep stall (parachutal stall)	,,		
	Deep stall achieved	Yes A	Yes	Α
	Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s	A
	Dive forward angle on exit Change of course	Dive forward 0°to 30° A Changing course less than 45° A	Dive forward 0°to 30° Changing course less than 45°	A A
	Cascade occurs	No A	No	A
12. High angle	of attack recovery			Ė
	Recovery	not available 0		0
	Cascade occurs	not available (not available	0
13. Recovery f	from a developed full stall Dive forward angle on exit	Dive forward 0°to 30° A	Dive forward 0°to 30°	Α
	Collapse	No collapse A	No collapse	A
	Cascade occurs (other than collapse)	No A	No	Α
	Rocking back	Less than 45° A	Less than 45°	Α
	Line tension	Most line tight A	Most line tight	Α
14. Asymmetri	ic collapse With 50% collapse-Maximum dive forward or roll angle			
	Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15° A	Less than 90°, Dive or roll angle 0° to 15°	Α
	Re-inflation behaviour	Spontaneous re-inflation A	Spontaneous re-inflation	Α
	Total change of course	Less than 360° A	Less than 360°	Α
	Collapse on the opposite side occurs	No A		A
	Twist occurs Cascade occurs	No A	No No	A A
	With 75% collapse-Maximum dive forward or roll angle	Α		
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45° A	90° to 180°, Dive or roll angle 0° to 15°	Α
	Re-inflation behaviour	Spontaneous re-inflation A	Spontaneous re-inflation	Α
	Total change of course	Less than 360° A	Less than 360°	A
	Collapse on the opposite side occurs Twist occurs	No A	No No	A A
	Cascade occurs	No A	No No	A
	With 50% collapse and accelerator-Maximum dive forward or			
	Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15° A	Less than 90°, Dive or roll angle 0° to 15°	Α
	Re-inflation behaviour	Spontaneous re-inflation A	Spontaneous re-inflation	A
	Total change of course Collapse on the opposite side occurs	Less than 360° A No A	Less than 360°	A A
	Collapse on the opposite side occurs	NO A	No	А

Twist occurs Change of course until re-inflation Re-inflation behaviour Total change of course until re-inflation Cascade occurs No Re-inflation behaviour Total change of course Collapse on the opposite side occurs No Twist occurs No Cascade occurs No Twist occurs Able to keep course Able to keep course Able to control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs No No No No Recovery from a developed spin Spin rotation angle after release Change of course before release Recovery Intel occurs No No No No No No No No No N
With 75% collapse and accelerator-Maximum dive forward or roll angle Change of course until re-inflation Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation Collapse on the opposite side occurs No Cascade occurs No No A No 15. Directional control with a maintained asymmetric collapse Able to keep course Able to keep course About of control range between turn and stall or spin A No 16. Trim speed spin tendency Spin occurs No No No A No 17. Low speed spin tendency Spin occurs No
Change of course until re-inflation Re-inflation behaviour Spontaneous re-inflation A course Collapse on the opposite side occurs No Twist occurs No Cascade occurs No No A No 15. Directional control with a maintained asymmetric collapse Able to keep course Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs No
Re-inflation behaviour Total change of course Collapse on the opposite side occurs No Cascade occurs No
Total change of course Collapse on the opposite side occurs No Cascade occurs No No Cascade occurs No
Collapse on the opposite side occurs No Twist occurs No Cascade occurs No No A No No No A No 15. Directional control with a maintained asymmetric collapse Able to keep course Able to keep cours
Twist occurs Cascade occurs No
Cascade occurs No A No A No 15. Directional control with a maintained asymmetric collapse Able to keep course A yes A Ves A No 15. Low speed spin tendency No A No 15. Low speed spin tendency No A No 16. Trin speed spin tendency No
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Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin More than 50 % of the symmetric control travel 16. Trim speed spin tendency Spin occurs No A 17. Low speed spin tendency Spin occurs No A 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs No A 19. B-line stall Change of course before release Behaviour before release No A 10. available No A 10. by spinning in less than 90° A No 11. Low speed spin tendency Spin occurs No A No A No A No A No A No A No A No A No A No A No A No A No A No A 19. B-line stall Change of course before release No Behaviour before release No A Recovery No Dive forward angle on exit Cascade occurs No Dedicated controls Stable flight A Stops spinning in less than 90° A No Dive forward ongle on exit On tot available On not available On not available On tot av
A Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs No A No 17. Low speed spin tendency Spin occurs No A No 18. Recovery from a developed spin Change of course before release No A No 19. B-line stall Change of course before release Recovery Dive forward angle on exit Cascade occurs Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Recovery Dive forward angle on exit Recovery Dive forward angle on exit Dive forward on taxil est than 3 s Dive forward on the symmetric control travel A No No No A No No No A No No No A No No No A No No Stops spinning in less than 90° A No No No A No No Dive forward on taxillable O not available O not available O not available O not available No not available No not available No available No not available No not available No available No not available
Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs No 17. Low speed spin tendency Spin occurs No 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs No 19. B-line stall Change of course before release Recovery Dive forward angle on exit Cascade occurs Dive forward angle on exit Recovery Spin occurs No More than 50 % of the symmetric control travel A No No No No No No No No No N
16. Trim speed spin tendency Spin occurs No A No 17. Low speed spin tendency Spin occurs No A No A No 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs No No A No Stops spinning in less than 90° A No A No 19. B-line stall Change of course before release not available Behaviour before release not available No
Spin occurs No A No 17. Low speed spin tendency Spin occurs No A No 18. Recovery from a developed spin Spin rotation angle after release Stops spinning in less than 90° A Cascade occurs No A No 19. B-line stall Change of course before release not available Behaviour before release not available No A Recovery not available No A No 19. B-line stall Change of course before release not available No Behaviour dargle on exit not available No A No 19. B-line stall Change of course before release No Behaviour before release No Beliable No Behaviour dargle on exit No Bedicated controls Stalle Behaviour during big ears Spontaneous in less than 3 s Dive forward 0° to 30° A Dive forward 0° to 30°
17. Low speed spin tendency Spin occurs No 18. Recovery from a developed spin Spin rotation angle after release Stops spinning in less than 90° No 19. B-line stall Change of course before release Behaviour before release not available not available No 19. B-line stall Change of course before release No 19. B-line stall Change of course before release No 19. B-line stall Change of course before release No 19. B-line stall Change of course before release No 19. B-line stall No 19. B-line stall Change of course before release No 10. not available No 10. not a
Spin occurs No 18. Recovery from a developed spin Spin rotation angle after release Stops spinning in less than 90° A Cascade occurs No 19. B-line stall Change of course before release not available Behaviour before release not available not available Recovery not available Dive forward angle on exit Cascade occurs Entry procedure Behaviour during big ears Recovery Spontaneous in less than 3 s Dive forward angle on exit Dive forward angle on exit Dive forward angle on exit Spontaneous in less than 3 s Dive forward o° to 30° A No Stops spinning in less than 90° A Stops s
18. Recovery from a developed spin Spin rotation angle after release No A Cascade occurs No A 19. B-line stall Change of course before release Behaviour before release No A Cascade occurs No A No A No 19. B-line stall Change of course before release No A No No A No No A No 19. B-line stall Change of course before release Not available No
Spin rotation angle after release Cascade occurs No No A Stops spinning in less than 90° A No 19. B-line stall Change of course before release
Cascade occurs No A No 19. B-line stall Change of course before release not available 0 no
19. B-line stall Change of course before release
Change of course before release not available 0 not available 20. Big ears Entry procedure Dedicated controls A Behaviour during big ears Stable flight A Recovery Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30°
Behaviour before release not available 0 not a
Recovery not available 0 not available 0 not available 0 not available 0 not available 2 not available 3 not available 2 not available 3 not available 3 not available 3 not available 4 not available 5 not available 5 not available 5 not available 6 not available 6 not available 7 not available 8 not available 8 not available 8 not available 9 not a
Dive forward angle on exit not available 0 not available 0 not available 0 not available 20. Big ears Entry procedure Dedicated controls A Behaviour during big ears Stable flight A Recovery Spontaneous in less than 3 s Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30°
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20. Big ears Entry procedure Dedicated controls Stable flight Recovery Dive forward angle on exit Dedicated controls A Dedicated controls Stable flight A Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dive forward 0° to 30°
Entry procedure Dedicated controls A Dedicated controls Behaviour during big ears Stable flight A Stable flight Recovery Spontaneous in less than 3 s Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30°
Behaviour during big ears Stable flight Recovery Spontaneous in less than 3 s Dive forward angle on exit Stable flight A Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dive forward 0° to 30°
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Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30°
21. Big ears in accelerated flight
Entry procedure Dedicated controls A Dedicated controls
Behaviour during big ears Stable flight A Stable flight
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while Stable flight A Stable flight
22. Behaviour exiting a steep spiral
Tendency to return to straight flight Spontaneous exit A Spontaneous exit
Turn angle to recover normal flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous recovery
Sink rate when evaluating spiral stability [m/s] 18 m/s 18 m/s
23. Alternative means of directional control
180° turn achievable in 20 s Yes A Yes
Stall or spin occurs No A No
24. Any other flight procedure and/or configuration described in the user's manual
Procedure works as described not available 0 not available
Procedure suitable for novice pilots not available 0 not available
Cascade occurs not available 0 not available
Comments of test pilot
Comments no not possible with B-stall
The pooling many data



Air Turquoise
Rue de la Poterlaz 6
Case postale 10
CH- 1844 Villeneuve
Switzerland
mobile: +41 79 202 52 30
Tel. no: +41 21 965 65 65
fax: +41 219 65 65 66
email: info@airturquoise.ch
homepage: www.cen.li