



info@para-test.com

Air Turquoise SA



Flight test report: EN 926-2:2013

para-test.com

Manufacturer Address	Axis Paragliding Nove Sady 39 602 00 Brno Czech Republic	Certification number Date of flight test		PG_0878.2014 22. 08. 2014	
Glider model	Venus 4 M	Classification		D	
Representative	Radek	Place of test		Villeneuve	
Trimmer	no				
Test pilot		Thurnheer Claude		Zoller Alain	
Harness		Supair - Altiplume S		Gin Gliders - Gingo 2 L	
Harness to risers di	stance (cm)	43		41	
Distance between ri	sers (cm)	44		46	
Total weight in fligh	• •	80		105	
1. Inflation/Take-off		C			
Rising behaviour		Overshoots, shall be slowed	С	Overshoots, shall be slowed down	С
rasing benaviour		down to avoid a front collapse	Ü	to avoid a front collapse	J
Special take off technique	required	No	Α	No	Α
2. Landing		Α			
Special landing technique	required	No	Α	No	Α
3. Speed in straight flight		В			
Trim speed more than 30 k		Yes	Α	Yes	Α
Speed range using the con	trols larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed		Less than 25 km/h	Α	25 km/h to 30 km/h	В
4. Control movement		С			
Max. weight in flight up to	o 80 kg				
Symmetric control pressure / travel		not available	0	not available	0
Max. weight in flight 80 k	g to 100 kg				
Symmetric control pressure / travel		Increasing / greater than 60 cm	Α	not available	0
Max. weight in flight grea	nter than 100 kg				
Symmetric control pressure		not available	0	Increasing / 50 cm to 65 cm	С
5. Pitch stability exiting a	ccelerated flight	A			
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs		No	Α	No	Α
6. Pitch stability operatin	g controls during accelerated	Α			
Collapse occurs		No	Α	No	Α
7. Roll stability and damp	oing	A			
Oscillations		Reducing	Α	Reducing	Α
8. Stability in gentle spira	als	Α			
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour exiting a fully developed spiral dive		D			
Initial response of glider (fil	rst 180°)	Immediate reduction of rate of turn	Α	Immediate reduction of rate of turn	Α
Tendency to return to straig	ght flight	Turn remains constant (g force constant, rate of turn constant)	D	Turn remains constant (g force constant, rate of turn constant)	D
Turn angle to recover normal flight		With pilot action	D	With pilot action	D

10. Symmetric front collapse	D			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Recovery through pilot action in less than a further 3 s	D
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	Α	Dive forward 0° to 30° Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	Yes	D
At least 50% chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Recovery through pilot action in less than a further 3 s	D	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	Yes	D
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back greater than 45°	С
Recovery	Spontaneous in 3 s to 5 s	В	Recovery through pilot action in less than a further 3 s	D
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	Yes	D
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	С			
Recovery	Spontaneous in 3 s to 5 s	С	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	С			
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 collapses)	No	A	No	Α
Rocking back	Less than 45°	A	Greater than 45°	C
Line tension 14. Asymmetric collapse	Most lines tight C	Α	Most lines tight	Α
14. Asymmetric conapse	C			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle	С	90° to 180° / Dive or roll angle 15°	В
roll angle	45° to 60°		to 45°	
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α

Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	Yes, no turn reversal	С	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	Not available	0	Yes	F
•				
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 15° to 45°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	Yes	F
-				
Large asymmetric collapse with fully activated accelerator	•			
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	Yes	F
15. Directional control with a maintained asymmetric collapse	A			
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim speed spin tendency	Α			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	Α			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	В			
Spin rotation angle after release	Stops spinning in 90° to 180°	В	Stops spinning in 90° to 180°	В
Cascade occurs	No	Α	No	Α
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	С			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Unstable flight	С	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	С			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Unstable flight	С	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Recovery through pilot action in less than a further 3 s	В

Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	А	Stable flight	Α
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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

Comments