Flight test report

Manufacturer Dudek Paragliding 85-792 Bydgoszcz Address

ul. Szancera 2/XIp

Poland Representive Chistophe Gonin

Type of glider Nemo 21

Certification number PG 009.2006 Date of flight test 24.05.2006 Villeneuve Place of test



Classification B

Test Pilot Muriel Hercher Harness Sup'Air Light

Total weight in flight 42 kg

Bernhard Stocker supair evolution

70 kg

	nko off	Min weight		Max weight	
I. Inflation/Ta	Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	
	Special take off technique required	No	A	No	
. Landing	oposiai tano on tosimiquo roquirou		- '`		
	Special landing technique required	No	Α	No	
Speed in st	traight flight				
	Trim speed more than 30 km/h	Yes	A	Yes	
	Speed range using the controls larger than 10 km/h	Yes	A	Yes	
Control mo	Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	
. Control inc	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	Increasing, Greater than 55 cm	Α	Increasing, Greater than 55 cm	
	Max. weight in flight 80 kg to 100 kg			g,	
	Symmetric control pressure/travel	not available	0	not available	
	Max. weight in flight greater than 100 kg				
	Symmetric control pressure/travel	not available	0	not available	
Pitch stabi	lity exiting accelerated flight	-			
	Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	
Ditch stabi	Collapse occurs	No	Α	No	
FILCH Stabil	lity operating controls during accelerated flight Collapse occurs	No	Α	No	
Roll stabili	ty and damping	110			
Judili	Oscillations	Reducing	Α	Reducing	
Stability in	gentle spirals				
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	
Behaviour	in a steeply banked turn				
	Sink rate after two turns	12 m/s to 14 m/s	Α	More than 14 m/s	
0. Symmetri	c front collapse				
	Entry	Rocking back less than 45°	A	Rocking back less than 45°	
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	
	Dive forward angle on exit Cascade occurs	Dive foward 0°to 30°, Keeping course No	A A	Dive foward 0°to 30°, Keeping course No	
	With accelerator	INU	A	NO	
	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	Α	Dive foward 0°to 30°, Keeping course	
	Cascade occurs	No	Α	No	
1. Exiting de	eep stall (parachutal stall)				
	Deep stall achieved	Yes	Α	Yes	
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	
	Dive forward angle on exit	Dive forward 0°to 30°	Α	Dive forward 0°to 30°	
	Change of course	Changing course less than 45°	Α	Changing course less than 45°	
0 11'11	Cascade occurs	No	Α	No	
2. High angi	e of attack recovery	Chantanagua in laga than 2 a	^	Chantanagua in loga than 2 a	
	Recovery Cascade occurs	Spontaneous in less than 3 s	A A	Spontaneous in less than 3 s No	
3 Recovery	from a developed full stall	INO	А	110	
o. 11000 vo. y	Dive forward angle on exit	Dive forward 0°to 30°	Α	Dive forward 30°to 60°	
		2.10.10.114.4.0.10.00			
		No collapse		I No collapse	
	Collapse	No collapse No	A	No collapse No	
			Α		
	Collapse Cascade occurs (other than collapse)	No	A A	No .	
4. Asymmet	Collapse Cascade occurs (other than collapse) Rocking back Line tension ric collapse	No Less than 45°	A A A	No Less than 45°	
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	With 75% collapse and accelerator-Maximum dive forward or	r roll angle			
	Change of course until re-infation	Less than 90°, Dive or roll angle 15° to 45°	Α	90° to 180°, Dive or roll angle 15° to 45°	В
	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 No	Α	No	A
	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	Ā
15 Directions	Il control with a maintained asymmetric collapse	NO		140	
13. Directione	Able to keep course	Yes	Α	Yes	Α
	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 snee	d spin tendency	word than 60 % of the symmetric sention traver		Word than 30 % of the symmetric control travel	
ro. min opec	Spin occurs	No	Α	No	Α
17 Low speed	d spin tendency	140	А	140	
III LOW OPCO	Spin occurs	No	Α	No	Α
18. Recovery	from a developed spin		, ·		- / `
	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
	Cascade occurs	No	Α	No	Α
19. B-line stal			•		
TO. D IIIIO OLGI	Change of course before release	Change of course less than 45°	Α	Change of 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	Cascado Cocaro		, ·		- / `
_0g 0a. 0	Entry procedure	Dedicated controls	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	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 i	n accelerated flight				
•	Entry procedure	Dedicated controls	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Recovery through pilot action in less than a futher	
	•			3 s	
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Behaviour immediately after releasing the accelerator while				
	maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviou	exiting a steep spiral	•		, and the second	
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
	Sink rate when evaluating spiral stability [m/s]	14 m/s		17m/s	
23. Alternative	e means of directional control				
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	Α
24. Any other	flight procedure and/or configuration described in the use				
	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
Comments of	test pilot				
	Comments	Manufacturer test pilot. Alain give the instruction			
		via radio to the test pilot.		no	



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