Flight test report

Manufacturer	**Dudek Paragliders**	**Certification number**	PG 120.2008
Address	ul. Centralna 2U	**Date of flight test**	25/01/2008
	86-031 Osielsko	**Place of test**	Villeneuve
	Poland		
Representive	none	**Classification C**	
Type of glider	**Synthesis Cabrio 42**		
Trimmer	**Closed trimmer**		

Test Pilot	Claude Thurnheer	not available
Harness	Advance Bi-pro 50 cm	not available
Total weight in flight	150 kg	not available

		Min weight		Max weight	
1. Inflation/Take-off					
	Rising behaviour	Smooth, easy and constant rising	A	not available	0
	Special take off technique required	No	A	not available	0
2. Landing					
	Special landing technique required	No	A	not available	0
3. Speed in straight flight					
	Trim speed more than 30 km/h	Yes	A	not available	0
	Speed range using the controls larger than 10 km/h	Yes	A	not available	0
	Minimum speed	25 km/h to 30 km/h	B	not available	0
4. Control movement					
	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	not available	0	not available	0
	Max. weight in flight greater than 100 kg				
	Symmetric control pressure/travel	Increasing, Greater than 65 cm	A	not available	0
5. Pitch stability exiting accelerated flight					
	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					
	Collapse occurs	not available	0	not available	0
7. Roll stability and damping					
	Oscillations	Reducing	A	not available	0
8. Stability in gentle spirals					
	Tendency to return to straight flight	Spontaneous exit	A	not available	0
9. Behaviour in a steeply banked turn					
	Sink rate after two turns	More than 14 m/s	B	not available	0
10. Symmetric front collapse					
	Entry	Rocking back less than 45°	A	not available	0
	Recovery	Spontaneous in less than 3 s	A	not available	0
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	not available	0
	Cascade occurs	No	A	not available	0
	With accelerator				
	Entry	not available	0	not available	0
	Recovery	not available	0	not available	0
	Dive forward angle on exit	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
11. Exiting deep stall (parachutal stall)					
	Deep stall achieved	Yes	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
	Change of course	Changing course less than 45°	A	not available	0
	Cascade occurs	No	A	not available	0
12. High angle of attack recovery					
	Recovery	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
13. Recovery from a developed full stall					
	Dive forward angle on exit	Dive forward 30°to 60°	B	not available	0
	Collapse	No collapse	A	not available	0
	Cascade occurs (other than collapse)	No	A	not available	0
	Rocking back	Less than 45°	A	not available	0
	Line tension	Most line tight	A	not available	0
14. Asymmetric collapse					
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	not available	0
	Re-inflation behaviour	Spontaneous re-inflation	A	not available	0
	Total change of course	Less than 360°	A	not available	0
	Collapse on the opposite side occurs	No	A	not available	0
	Twist occurs	No	A	not available	0
	Cascade occurs	No	A	not available	0
	With 75% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Greater than 360°, Dive or roll angle 15° to 45°	C	not available	0
	Re-inflation behaviour	Spontaneous re-inflation	A	not available	0
	Total change of course	Greater than 360°	C	not available	0
	Collapse on the opposite side occurs	No	A	not available	0
	Twist occurs	No	A	not available	0
	Cascade occurs	No	A	not available	0
	With 50% collapse and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	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
	With 75% collapse and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	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
15. Directional control with a maintained asymmetric collapse					
	Able to keep course	Yes	A	not available	0
	180° turn away from the collapsed side possible in 10 s	Yes	A	not available	0
	Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	not available	0
16. Trim speed spin tendency					
	Spin occurs	No	A	not available	0
17. Low speed spin tendency					
	Spin occurs	No	A	not available	0
18. Recovery from a developed spin					
	Spin rotation angle after release	Stops spinning in less than 90°	A	not available	0
	Cascade occurs	No	A	not available	0
19. B-line stall					
	Change of course before release	not available	0	not available	0
	Behaviour before release	not available	0	not available	0
	Recovery	not available	0	not available	0
	Dive forward angle on exit	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
20. Big ears					
	Entry procedure	Dedicated controls	A	not available	0
	Behaviour during big ears	Unstable flight	C	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
21. Big ears in accelerated flight					
	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. Behaviour exiting a steep spiral					
	Tendency to return to straight flight	Spontaneous exit	A	not available	0
	Turn angle to recover normal flight	Less than 720°,spontaneous recovery	A	not available	0
	Sink rate when evaluating spiral stability [m/s]	24 m/s		not available	
23. Alternative means of directional control					
	180° turn achievable in 20 s	Yes	A	not available	0
	Stall or spin occurs	No	A	not available	0
24. Any other flight procedure and/or configuration described in the user's manual					
	Procedure works as described	Yes	A	not available	0
	Procedure suitable for novice pilots	Yes	A	not available	0
	Cascade occurs	No	A	not available	0
Comments of test pilot					
	Comments	no		not available	

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