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Flow Paragliders

test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

Manufacturer



Certification number PG_2468.2024

Flight test report: EN 926-2:2013+A1:2021* and NfL 2-565-20

Address	26 kalmia Court 4221 QLD Elanora		Flight test		14.03.2024	
Glider model Serial number Trimmer Folding lines used	Australia F2 Light L FR2LLCU334903 no no		Classification Representative Place of test		B None Villeneuve	
Test pilot		Claude Thurnh	neer		Alexandre Jofresa	
Harness Harness to risers distance [cm] Distance between risers [cm]		Advance Thun 43 48	n AG Success 4 M		Advance Thun AG Success 4 M 43 48	
Total weight in fligh	t [kg]	105			119	
1. Inflation/Take-off Rising behaviour		B Easy rising, some pilo	ot correction is required	В	Easy rising, some pilot correction is required	В
Special take off technique	required	No		Α	No	Α
2. Landing Special landing technique	required	A No		Α	No	Α
3. Speed in straight flight		В				٨
Trim speed more than 30 l	km/h	Yes		Α	Yes	Α
		Yes		A	Yes	A
Trim speed more than 30 l						
Trim speed more than 30 l Speed range using the cor	ntrols larger than 10 km/h	Yes		Α	Yes	Α
Trim speed more than 30 leads of the core	ntrols larger than 10 km/h o 80 kg e / travel og to 100 kg	Yes 25 km/h to 30 km/h		В	Yes 25 km/h to 30 km/h	В
Trim speed more than 30 k Speed range using the cor Minimum speed 4. Control movement Max. weight in flight up t Symmetric control pressur Max. weight in flight 80 k	ntrols larger than 10 km/h o 80 kg e / travel g to 100 kg e / travel ater than 100 kg	Yes 25 km/h to 30 km/h A not available		А В	Yes 25 km/h to 30 km/h not available	А В
Trim speed more than 30 keeps and the core of the core	ntrols larger than 10 km/h o 80 kg e / travel cg to 100 kg e / travel ater than 100 kg e / travel accelerated flight	Yes 25 km/h to 30 km/h A not available not available	an 65 cm	A B 0	Yes 25 km/h to 30 km/h not available not available	А В О
Trim speed more than 30 less Speed range using the considerable Minimum speed 4. Control movement Max. weight in flight up to Symmetric control pressure Max. weight in flight 80 ke Symmetric control pressure Max. weight in flight great Symmetric control pressure Symmetric control pressure Symmetric control pressure Symmetric control pressure 5. Pitch stability exiting a second	ntrols larger than 10 km/h o 80 kg e / travel cg to 100 kg e / travel ater than 100 kg e / travel accelerated flight	Yes 25 km/h to 30 km/h A not available not available Increasing / greater th	an 65 cm	A B 0 0 A	Yes 25 km/h to 30 km/h not available not available Increasing / greater than 65 cm	A B 0 0 A
Trim speed more than 30 less Speed range using the core Minimum speed 4. Control movement Max. weight in flight up to Symmetric control pressure Max. weight in flight 80 ke Symmetric control pressure Max. weight in flight great Symmetric control pressure Symmetric control pressure 5. Pitch stability exiting a Dive forward angle on exit	ntrols larger than 10 km/h o 80 kg e / travel og to 100 kg e / travel ater than 100 kg e / travel accelerated flight	Yes 25 km/h to 30 km/h A not available not available Increasing / greater th A Dive forward less than	an 65 cm	A B 0 0 A A	Yes 25 km/h to 30 km/h not available not available Increasing / greater than 65 cm Dive forward less than 30°	A B 0 0 A A
Speed range using the cor Minimum speed 4. Control movement Max. weight in flight up t Symmetric control pressur Max. weight in flight 80 k Symmetric control pressur Max. weight in flight great Symmetric control pressur 5. Pitch stability exiting a Dive forward angle on exit Collapse occurs 6. Pitch stability operating	ntrols larger than 10 km/h o 80 kg e / travel og to 100 kg e / travel ater than 100 kg e / travel accelerated flight	Yes 25 km/h to 30 km/h A not available not available Increasing / greater th A Dive forward less than	nan 65 cm	A B 0 0 A A	Yes 25 km/h to 30 km/h not available not available Increasing / greater than 65 cm Dive forward less than 30°	A B 0 0 A A
Speed range using the cor Minimum speed 4. Control movement Max. weight in flight up t Symmetric control pressur Max. weight in flight 80 k Symmetric control pressur Max. weight in flight great Symmetric control pressur 5. Pitch stability exiting a Dive forward angle on exit Collapse occurs 6. Pitch stability operatinaccelerated flight	ntrols larger than 10 km/h o 80 kg e / travel ig to 100 kg e / travel ater than 100 kg e / travel accelerated flight	Yes 25 km/h to 30 km/h A not available not available Increasing / greater th A Dive forward less than No A	an 65 cm	A B 0 0 A A A	Yes 25 km/h to 30 km/h not available not available Increasing / greater than 65 cm Dive forward less than 30° No	A B O O A A A A

Behaviour exiting a fully developed spiral dive	В			
Initial response of glider (first 180°)	No immediate reaction	В	Immediate reduction of rate of turn	Α
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α
Turn angle to recover normal flight	720° to 1 080°, spontaneous recovery	В	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse Approximately 30 % chord	В			
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	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	No	Α
At least 50% chord	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Entry	-			В
Recovery	Spontaneous in less than 3 s	A	Spontaneous in 3 s to 5 s	
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	Α	No	Α
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in 3 s to 5 s	В	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Keeping course	В	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No	Α	No	Α
Exiting deep stall (parachutal stall) Deep stall achieved	A Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	A
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°		Changing course less than 45°	A
Cascade occurs	No		No	Α
	A			
12. High angle of attack recovery Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 30° to 60°	В	Dive forward 30° to 60°	В
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α

Rocking back	Less than 45°	Α	Less than 45°	Α
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	В			
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 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	No	Α
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°	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	No	Α
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	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	No	Α
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

A	Folding lines used	No	Α	No	Α
Able to keep course Yes A Yes A Yes A 180" turn away from the collapsed side possible in 10 a Yes Amount of control range between turn and stall or spin Nove than 50 % of the symmetric control travel A Amount of control range between turn and stall or spin Nove than 50 % of the symmetric control travel A 16. Trim speed spin tendency A Nove than 50 % of the symmetric control travel A No 17. Low speed spin tendency Spin occurs A No		A			
Amount of control range between turn and stall or spin 16. Frim speed spin tendency April occurs No No A No A No A 17. Low speed spin tendency April occurs No A No A No A 18. Recovery from a developed spin April occurs No No A No A No A 19. B-line stall April occurs No No A No A No A 19. B-line stall April occurs No No A No A No A 19. B-line stall April occurs April oc		Yes	Α	Yes	Α
16. Trian speed spin tendency Spin occurs No No A	180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
Spin occurs No A No	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
Spin occurs No	16. Trim speed spin tendency	A			
Spin occurs No A No A No A 18. Recovery from a developed spin A Spin rotation angle after release Stops spinning in less than 50" A Stops spinning in less than 50" A 19. B-line stall A Change of course before release Changing course less than 45" A Changing course less than 45" A Behaviour before release Remains stable with straight span A Remains stable with straight span A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Diversor of the forward of to 30" A No A N	Spin occurs	No	Α	No	Α
Spin rotation angle after release Stops spinning in less than 90" A Stops			Α	No	Α
Cascade occurs No A Changine stall A Change of course before release Changing course less than 45° A Chore forward of to 30° A Change course less than 45° A Change course of the 40° to 30° A Change course less than 45° A Change course of the 60° to 30° A Change course course than 45° A Changing course course t	18. Recovery from a developed spin	A			
A Change of course before release Changing course less than 45° A Changing course less than 45° A Change of course before release Remains stable with straight span A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A No A No A No A No A No A Stable flight A Stabl	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Change of course before release Change of course before release Remains stable with straight span A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward on to 30° A Dedicated controls A Dedicated controls A Stable flight A Stable flight A Stable flight A Dive forward on to 30° A Stable flight B Controls B Dive forward on to 30° A Stable flight A Dive forward on to 30° A Dive forward on to 50° A Dive forw	Cascade occurs	No	Α	No	Α
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Dive forward angle on exit Dive forward 0° to 30° No A Dive forward 0° to 30° A No A No A No A No A No A A No A A Decicated controls A Behaviour during big ears Stable flight B Entry procedure Dive forward 0° to 30° A Spontaneous in less than 3 s A Dive forward 0° to 30° A Decicated controls A Recovery Spontaneous in less than 3 s 3 s 3 s 3 s 3 s 3 s 3 s 3 s 3 s 3 s	Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Cascade occurs No No A No A No A No A No A A A 20. Big ears Entry procedure Dedicated controls A Stable flight A Stable flight A Stable flight A Stable flight B Entry procedure Device forward 0° to 30° Device forward 0° to 30° A Dive forward 0° to 30° A Dive forward 0° to 30° A Device forward 0° to 30° A Stable flight A Stable flight A Recovery Spontaneous in less than 3 s A Recovery Spontaneous in less than 3 s A Recovery through pilot action in less than a further B 3 s S Dive forward 0° to 30° A Stable flight A Dive forward 0° to 30° A Stable flight A Stable flight A Stable flight A Dive forward 0° to 30° A Dive forward 0°	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
BEntry procedure Dedicated controls A Dedicated controls A Dedicated controls A Dedicated controls A Stable flight A Dive forward or to 30° A Dedicated controls A Dedicated controls A Dedicated controls A Dedicated controls A Stable flight A S	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Entry procedure Dedicated controls A Dedicated controls A Stable flight A Spontaneous in less than 3 s A Spontaneous in 3 s to 5 s B Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Dedicated controls A Recovery Spontaneous in less than 3 s A Recovery through pilot action in less than a further B 3 s Dive forward angle on exit Dive forward 0° to 30° A Stable flight A Sta	Cascade occurs	No	Α	No	Α
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21. Big ears in accelerated flight Entry procedure Dedicated controls A Stable flight A Stable flight A Stable flight A Dive forward and policy forward of to 30° A Dive forward of to 30° A Stable flight A Stable flight A Stable flight A Stable flight A No	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in 3 s to 5 s	В
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Behaviour during big ears Stable flight A Stable flight A Stable flight A 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° A Dive forward 0° to 30° A Behaviour immediately after releasing the accelerator while maintaining big ears Stable flight A Pecovery through pilot action in less than a further B 3 s A Dive forward 0° to 30° A Stable flight A Stable flight A Stable flight A Stable flight A Pecovery through pilot action in less than a further B 3 s A Dive forward 0° to 30° A Pecovery through pilot action in less than a further B 3 s A Dive forward 0° to 30° A Pecovery through pilot action in less than a further B 3 s A Dive forward 0° to 30° A Pecovery through pilot action in less than a further B 3 s A Dive forward 0° to 30° A Pecovery through pilot action in less than a further B 3 s A Pecovery through pilot action in less than a further B 3 s A Pecovery through pilot action in less than a further B 3 s A Pecovery through pilot action in less than a further B 3 s A Pecovery through pilot action in less than a further B 3 s A Dive forward 0° to 30° A Dive forward 0° to 30° A Power Stable flight A Stable flight A Stable flight A Pecovery through pilot action in less than a further B 3 s A Pecovery through pilot action in less than a further B 3 s A Power Stable flight procedure and for the pilot s and pi					
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Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Dive forward 0° to 30° A Behaviour immediately after releasing the accelerator while maintaining big ears 22. Alternative means of directional control 180° turn achievable in 20 s Yes A Yes A Stable flight A Stable flight A Stable flight A Yes A Pes A Pes A Pes A Pes Procedure works as described No A No A No A No A No Dive forward 0° to 30° A Pes	Behaviour during big ears	Stable flight	Α	Stable flight	Α
Behaviour immediately after releasing the accelerator while maintaining big ears 22. Alternative means of directional control 180° turn achievable in 20 s Stall or spin occurs No A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available not available 0 not available 0 not available 0	Recovery	Spontaneous in less than 3 s	Α		r B
while maintaining big ears 22. Alternative means of directional control A 180° turn achievable in 20 s Yes A Stall or spin occurs No A 23. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available 0 not available 0 not available 0 not available 0	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
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Stall or spin occurs No A No A No A 23. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available not available 0 not available 0 not available 0 not available 0			^	Voc	٨
23. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available 0 not available 0 not available 0 Procedure suitable for novice pilots not available 0 not available 0	180 turn achievable in 20 s	100	А	169	А
configuration described in the user's manual Procedure works as described not available 0 not available 0 Procedure suitable for novice pilots not available 0 not available 0 O not available 0	Stall or spin occurs	No	Α	No	Α
Procedure suitable for novice pilots not available 0 not available 0	23. Any other flight procedure and/or configuration described in the user's manual	0			
Trecount culture for horse pilote	Procedure works as described	not available	0	not available	0
Cascade occurs 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