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paragliding by air turquoise

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AIR TURQUOISE SA certified by ISO 9001 BUREAU VERITAS Certification

Flight test report: EN

Manufacturer	**Gin Gliders Inc.**	Certification number	PG_0513.2011
Address	285-1 Galdam-Ri, Mohyun-Myun, 449-855 YongIn-City, Kyunggi-Do Korea	Date of flight test	17. 01. 2012
Representative	Gin Seok Song	Place of test	Villeneuve
Glider model	**BoomerangX L**	**Classification**	**D**
Trimmer	no		

	Test pilot	Thurnheer Claude		Berruex Gilles	
	Harness	Gin Gliders - Gingo II M		Gin Gliders - Gingo 2 L	
	Total weight in flight (kg)	110		125	
1. Inflation/Take-off		**C**			
Rising behaviour		Overshoots, shall be slowed down to avoid a front collapse	C	Overshoots, shall be slowed down to avoid a front collapse	C
Special take off technique required		No	A	No	A
2. Landing		**A**			
Special landing technique required		No	A	No	A
3. Speed in straight flight		**B**			
Trim speed more than 30 km/h		Yes	A	Yes	A
Speed range using the controls larger than 10 km/h		Yes	A	Yes	A
Minimum speed		25 km/h to 30 km/h	B	25 km/h to 30 km/h	B
4. Control movement		**D**			
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 / 35 cm to 50 cm	D	Increasing / 35 cm to 50 cm	D
5. Pitch stability exiting accelerated flight		**A**			
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during accelerated flight		**A**			
Collapse occurs		No	A	No	A
7. Roll stability and damping		**A**			
Oscillations		Reducing	A	Reducing	A
8. Stability in gentle spirals		**A**			
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn		**B**			
Sink rate after two turns		More than 14 m/s	B	More than 14 m/s	B
10. Symmetric front collapse		**D**			
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Recovery through pilot action in less than a further 3 s	D	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	A	Dive forward 30° to 60° / Keeping course	B
Cascade occurs		No	A	No	A

With accelerator				
Entry	Rocking back greater than 45°	C	Rocking back less than 45°	A
Recovery	Recovery through pilot action in less than a further 3 s	D	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	A	Dive forward 30° to 60° / Keeping course	B
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)	**A**			
Deep stall achieved	Yes	A	Yes	A
Recovery	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	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	**D**			
Recovery	Recovery through pilot action in less than a further 3 s	D	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	**C**			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 30° to 60°	B
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Greater than 45°	C
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	**D**			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
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	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle greater than 90°	D	180° to 360° / Dive or roll angle 60° to 90°	D
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	C	Inflates in less than 3 s from start of pilot action	C
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	Yes, no turn reversal	C	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	C	Inflates in less than 3 s from start of pilot action	C
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle greater than 90°	D	180° to 360° / Dive or roll angle 60° to 90°	D
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	C	Inflates in less than 3 s from start of pilot action	C
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	Yes, no turn reversal	C	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A

15. Directional control with a maintained asymmetric collapse	**A**			
Able to keep course	Yes	A	Yes	A
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 speed spin tendency	**A**			
Spin occurs	No	A	No	A
17. Low speed spin tendency	**A**			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	**A**			
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall	**0**			
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	**B**			
Entry procedure	Standard technique	A	Standard technique	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	B	Recovery through pilot action in less than a further 3 s	B
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	**B**			
Entry procedure	Standard technique	A	Standard technique	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	B	Recovery through pilot action in less than a further 3 s	B
Dive forward angle on exit	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	Stable flight	A
22. Behaviour exiting a steep spiral	**A**			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]	18		21	
23. Alternative means of directional control	**A**			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
24. 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
25. Comments of test pilot				
Comments	B-Line stall is not recommanded in users manual□ □ Dieser Gleitschirm erfüllt die Mindestanforderungen von EN/LTF D. Nach Auskunft des Herstellers und bestätigt durch unsere Testflüge richtet sich dieser Schirm ausschließlich an sehr erfahrene Wettkampf-Piloten (PWC-Niveau) und ersetzt nicht das Klasse D Standard-Gleitschirmmodell des selben Herstellers.□		B-Line stall is not recommanded in users manual□ □ This glider meets the minimum requirements of EN/LTF class D. According to the manufacturer and confirmed by our own testing this glider addresses highly experienced comp-pilots (PWC level) exclusively and is no replacement for the standard D-class-glider of the same manufacturer.□	