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IFLY GLIDERS HAVACILIK

test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

Manufacturer



Certification number PG_2566.2025

Flight test report: EN 926-2:2013+A1:2021 and NfL 2024-2-785

		ACILIN		JCI	PG_2300.2023	
Address	ESENTEPE MAH. TA	LAT PASA	Flight test		01.09.2022	
	34394 KAPI NO: 1 SI	SLI/ ISTANE				
	Turkey					
Glider model	GLIDE L		Classification		A	
Serial number	CLST-L42260-GD		Representative		None	
Trimmer	no		Place of test		Villeneuve	
Folding lines used	no					
Test pilot		Claude Thurn	heer		Anselm Rauh	
Harness		Advance Thun AG Success 4 M		Supair s.a.s. Evo XC 3 L		
Harness to risers d	istance [cm]	43			44	
Distance between r		44			48	
Total weight in fligh	nt [ka]	90			120	
Total Weight in high	ır [v8]	90			120	
1. Inflation/Take-off		Α				
Rising behaviour		Smooth, easy and co	nstant rising	Α	Smooth, easy and constant rising	Α
Charial take off tachnique	raguirad	No		Α	No	Α
Special take off technique	requirea	NO		^	NO	^
2. Landing		Α				
Special landing technique	required	No		Α	No	Α
	•					
3. Speed in straight fligh		A				
Trim speed more than 30	km/h	Yes		Α	Yes	Α
Speed range using the co	ntrols larger than 10 km/h	Yes		Α	Yes	Α
-pgg	gg					
Minimum speed		Less than 25 km/h		Α	Less than 25 km/h	Α
		_				
4 Control movement		Δ				
4. Control movement	to 80 ka	Α				
Max. weight in flight up				0	not available	0
		A not available		0	not available	0
Max. weight in flight up	re / travel			0	not available	0
Max. weight in flight up Symmetric control pressu	re / travel kg to 100 kg			0 A	not available	0
Max. weight in flight up Symmetric control pressur Max. weight in flight 80 l Symmetric control pressur	re / travel kg to 100 kg re / travel	not available				
Max. weight in flight up Symmetric control pressur Max. weight in flight 80 I Symmetric control pressur Max. weight in flight gre	re / travel kg to 100 kg re / travel ater than 100 kg	not available Increasing / greater the	han 60 cm	Α	not available	0
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Max. weight in flight up Symmetric control pressur Max. weight in flight 80 if Symmetric control pressur Max. weight in flight gre Symmetric control pressur 5. Pitch stability exiting	re / travel kg to 100 kg re / travel ater than 100 kg re / travel accelerated flight	not available Increasing / greater the not available A	n 30°	A 0	not available Increasing / greater than 65 cm	0 A
Max. weight in flight up Symmetric control pressur Max. weight in flight 80 is Symmetric control pressur Max. weight in flight gre Symmetric control pressur 5. Pitch stability exiting Dive forward angle on exit	kg to 100 kg re / travel ater than 100 kg re / travel accelerated flight	not available Increasing / greater the not available A Dive forward less that	n 30°	A 0	not available Increasing / greater than 65 cm Dive forward less than 30°	0 A
Max. weight in flight up Symmetric control pressur Max. weight in flight 80 if Symmetric control pressur Max. weight in flight gre Symmetric control pressur 5. Pitch stability exiting Dive forward angle on exit	kg to 100 kg re / travel ater than 100 kg re / travel accelerated flight	not available Increasing / greater the not available A Dive forward less that No	n 30°	A 0	not available Increasing / greater than 65 cm Dive forward less than 30°	0 A
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Max. weight in flight up Symmetric control pressur Max. weight in flight 80 is Symmetric control pressur Max. weight in flight gre Symmetric control pressur 5. Pitch stability exiting Dive forward angle on exit Collapse occurs 6. Pitch stability operating accelerated flight Collapse occurs	kg to 100 kg re / travel ater than 100 kg re / travel accelerated flight t	not available Increasing / greater the not available A Dive forward less that No A No	nan 60 cm	A 0 A A	not available Increasing / greater than 65 cm Dive forward less than 30° No	0 A A
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Max. weight in flight up Symmetric control pressur Max. weight in flight 80 in Symmetric control pressur Max. weight in flight gre Symmetric control pressur 5. Pitch stability exiting Dive forward angle on exist Collapse occurs 6. Pitch stability operation accelerated flight Collapse occurs 7. Roll stability and dame	kg to 100 kg re / travel ater than 100 kg re / travel accelerated flight t	not available Increasing / greater the not available A Dive forward less that No A No A	n 30°	A 0 A A	not available Increasing / greater than 65 cm Dive forward less than 30° No	0 A A A A
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9. Behaviour exiting a fully developed spiral dive	A			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	Α	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)	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse Approximately 30 % chord	Α			
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 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
With accelerator				
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
11. Exiting deep stall (parachutal stall)	A Yes	٨	Yes	٨
Deep stall achieved	Spontaneous in less than 3 s		Spontaneous in less than 3 s	A A
Recovery	Dive forward 0° to 30°	A		A
Dive forward angle on exit	Changing course less than 45°	A		A
Change of course Cascade occurs	No		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 Dive forward angle on exit	A Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
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	A			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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 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
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	No	Α
Large 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	No	Α
Able to keep course Yes A Yes A 180" turn awwy from the collapsed side possible in 10 a Yes A Yes A Amount of control range between turn and stall or spin Mare than 50 % of the symmetric control travel A No. A No. A 16. Trim speed spin tendency Spin occurs A A A No. A No. A 17. Low speed spin tendency Spin rodation angle after release A A No. A No. A 18. Recovery from a developed spin Spin rodation angle after release A A No. A No. A Cascade occurs No. A No. A No. A 15. B-line stall A Change of course before release Change of course less than 45° A Decourse of course less than 45° A <td></td> <td>A</td> <td></td> <td></td> <td></td>		A			
Amount of control range between turn and stall or spin 16. Trim speed spin tendency No No A No A No A 17. Low speed spin tendency No No A No No A No A 17. Low speed spin tendency Spin occurs No No A No A No A 18. Recovery from a developed spin A Spin rotation angle after release No No A No A No A No A 19. B-line stall Change of course before release Renais stable with straight spen Behaviour before release Renais stable with straight spen Dive forward angle on exit Dive		Yes	Α	Yes	Α
16. Frim 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 A No A No A No A No A 17. Low speed spin tendency Spin occurs No A No A No A No A No A 18. Recovery from a developed spin A No A 18. Recovery from a developed spin A No A 18. Recovery from a developed spin A No A No A No A No A 18. Recovery from a developed spin A No A N	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 No A No A No A No A No A Spin occurs No No A Spin occurs No No A Spin occurs No A Spin occurs No A Spin occurs A Spin occurs No A Spin occurs A Spin occurs No A Spin occurs No A Spin occurs No A Spin occurs A Spin occurs No A Spin occurs No A Spin occurs No A Spin occurs A Spin occurs No A Spin o	16. Trim speed spin tendency	A			
Spin occurs No A No A No A 18. Recovery from a developed spin Spin rotation angle after release Stops spinning in less than 90° A No A 19. B-line stall A Change of course before release Change of course before release Changing course less than 45° A Changing course less than 45° A Changing course less than 45° A Behaviour before release Recovery Spintineous in less than 3 s A Dive 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 19. B-line stall A 19. Dive forward or to 30° A 19. B-line stall A 19. B-li	18. Recovery from a developed spin	A			
A Change of course before release Remains stable with straight span A Recovery Spontaneous in less than 3 s A Dive forward or lo 30° A Dedicated controls A Dedicated controls A Stable flight A Stable flight A Stable flight A Dedicated controls A Dive forward or lo 30° A Dive forward or lo 30° A Dive forward or lo 30° A Dedicated controls A Stable flight A Stable flight A Dedicated controls A Dedicated controls A Stable flight A S	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 Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Dive forward 0° to 30° A Dedicated controls A Dedicated controls A Dedicated controls A Stable flight A Stable flight A Dive forward 0° to 30° A Dedicated controls A Dedicated controls A Dive forward on to 30° A Dive forward on to 30° A Dive forward on to 30° A Dive forward on the straight span A Stable flight A Dive forward on to 30° A Dedicated controls A Dedicated controls A Dedicated controls A Dive forward on to 30° A Dive forward on to 30° A Dive forward on the straight span A Dive forward on to 30° A Dedicated controls A De	Cascade occurs	No	Α	No	Α
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Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A No	Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Cascade occurs No A 20. Big ears Entry procedure Dedicated controls A Dedicated controls A Dedicated controls A Dedicated controls A Stable flight A Stable flight A Stable flight A Dive forward angle on exit Dive forward 0° to 30° Dedicated controls A Dive forward 0° to 30° Dedicated controls A Dive forward 0° to 30° A Dive forward 0° to 30° A Dive forward 0° to 30° A Dedicated controls A Dive forward 0° to 30° A Dedicated controls A Dedicated controls A Stable flight A	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
20. Big ears Entry procedure Dedicated controls A Dedicated controls A Stable flight A Dive forward or to 30° A Dedicated controls A Stable flight A Stable flight A Stable flight A Dive forward or to 30° A D	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 Dive forward on the stable flight A Dive forward on the stable flight A Dedicated controls A	Cascade occurs	No	Α	No	Α
Behaviour during big ears Stable flight A Stable flight A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Dedicated controls A Dedicated controls A Dedicated controls A Dive forward 0° to 30° A Dive forward	_				
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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 Dedicated controls A Stable flight A Stable flight A Stable flight A Dive forward on to 30° A D	Behaviour during big ears	Stable flight	Α	Stable flight	Α
21. Big ears in accelerated flight Entry procedure Dedicated controls A Stable flight A Stable flight A Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A Dive forward angle on exit Dive forward 0° to 30° A Stable flight A Dedicated controls A Dive forward 0° to 30° A Dive	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Entry procedure Dedicated controls A Dedicated controls A Stable flight A Sta	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour during big ears Stable flight A Stable flight A Stable flight A 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 on to 30 s A Stable flight A Pres A Pres A Pres A Pres A No A No A Procedure suitable for novice pilots Not available O not available O not available O not available O not available					
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Stable flight A Stabl	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
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 A No Procedure works as described Not available O not available O not available O not available	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 No A Stall or spin occurs No A No A No A A Stable flight A Yes A A Yes A Procedure works as described Not available	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
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 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
180° turn achievable in 20 s Yes A Yes A Stall or spin occurs No No A No A 23. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available 0		Stable flight	Α	Stable flight	Α
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 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	1 to	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			
Troccadio callabio for horizo piloto	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