

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

Manufacturer	Mcc Aviation SA	Certification number	PG_2606.2025
Address	Route de Forel 34 1091 Grandvaux Switzerland	Flight test	08.09.2016
Glider model	EXPLORA 2 S	Classification	B
Serial number	2158-31-1247	Representative	none
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		

Test pilot Philippe Dupont Claude Thurnheer

Harness Supair s.a.s. Altiplume S Niviuk Hamak M

Harness to risers distance [cm] 41 42

Distance between risers [cm] 40 44

Total weight in flight [kg] 65 85

1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
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	A			
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	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	A			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 60 cm	A
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
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 exiting a fully developed spiral dive		A		
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
10. Symmetric front collapse		B		
Approximately 30 % chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
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	A	No	A
At least 50% chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	Spontaneous in less than 3 s	A
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	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	Spontaneous in less than 3 s	A
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	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		A		
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall		A		
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A

Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse		B		
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°	A	Less than 90° / Dive or roll angle 0° to 15°	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 (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
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°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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 (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
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°	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 (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
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°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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 (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A

Folding lines used	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	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
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
20. Big ears	A			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	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
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in 3 s to 5 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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
23. 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