## AIR TURQUOISE SA | PARA-TEST.COM

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test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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

Manufacturer Address  Niviuk Gliders / Air Gar C. Del Ter, 6 Nave D 17165 La Cellera de Ter Spain			Certification numb	oer	PG_2456.2024 31.10.2024	
Glider model Serial number Trimmer Folding lines used	Artik 7 P 20 ARTIK7P320E2 no		Classification Representative Place of test		C None Villeneuve	
Test pilot		Light pilot under Air Turquoise supervision		Claude Thurnheer		
Harness Harness to risers distance [cm] Distance between risers [cm]		Woody Valley srl Wani Light 2 S 41 40		Woody Valley srl Wani Light 2 M 43 43		
Total weight in fligh	ıt [kg]	55		75		
1. Inflation/Take-off Rising behaviour		<b>B</b> Easy rising, some pilot	t 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	2. Landing Special landing technique required			Α	No	Α
3. Speed in straight flight Trim speed more than 30 km/h		<b>B</b> Yes		Α	Yes	Α
Speed range using the co	ntrols larger than 10 km/h	Yes		Α	Yes	Α
Minimum speed		Less than 25 km/h		Α	25 km/h to 30 km/h	В
4. Control movement  Max. weight in flight up to 80 kg  Symmetric control pressure / travel		C Increasing / 40 cm to 5	55 cm	С	Increasing / greater than 55 cm	Α
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		not available		0	not available	0
5. Pitch stability exiting accelerated flight  Dive forward angle on exit		A Dive forward less than	130°	Α	Dive forward less than 30°	Α
Collapse occurs		No		Α	No	Α
Pitch stability operation     accelerated flight     Collapse occurs	ng controls during	<b>A</b> No		Α	No	Α
7. Roll stability and damping Oscillations		<b>A</b> Reducing		Α	Reducing	Α
8. Stability in gentle spirals Tendency to return to straight flight		A Spontaneous exit		Α	Spontaneous exit	Α

9. Behaviour exiting a fully developed spiral dive	С			
Initial response of glider (first 180°)	No immediate reaction	В	No immediate reaction	В
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	1080° to 1440°, spontaneous recovery	С	1080° to 1440°, spontaneous recovery	С
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 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 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 3 s to 5 s	В	Spontaneous in 3 s to 5 s	В
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)	Α			
Deep stall achieved	Yes		Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	Α .
Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°	A
Change of course	Changing course less than 45°		Changing course less than 45°	A
Cascade occurs	No .	Α	No	Α
12. High angle of attack recovery Recovery	A 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	A			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse		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	C			
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	90° to 180° / Dive or roll angle 15° to 45°	В	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	$90^{\circ}$ to $180^{\circ}$ / Dive or roll angle $45^{\circ}$ to $60^{\circ}$	С	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

S.Directional control with amintained asymmetric colleganced side possible in 10 s   Yes   7	Folding lines used	No	Α	No	Α
Able to keep course  Yes  A Yes  A Yes  A 190* turn away from the collapsed side possible in 10 s  Wore than 50 % of the symmetric counted travel  A Total for control range between turn and stall or spin  16. Trim speed spin tendency  A No		A			
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  No No A  17. Low speed spin tendency Spin occurs  No No A  18. Recovery from a developed spin Spin rotation angle after release No No No A  19. Spin occurs  No No A  19. Spin rotation angle after release No No No A  19. Spin occurs  No		Yes	Α	Yes	Α
16. Trims speed spin tendency Spin occurs  A 17. Low speed spin tendency Spin coccurs  No	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
No   No   No   No   No   No   No   No	16. Trim speed spin tendency	Α			
Spin occurs  No A No A No A  18. Recovery from a developed spin Spin rotation angle after release Stope spenning in less than 90" A Shope spenning in 90" to 180" B  Cascade occurs No A No A No A  19. B-line stall Change of course before release not available not available not available not available not available not available No not available No not available No not available No N	Spin occurs	No	Α	No	Α
Spin rotation angle after release  No No A Stops spinning in less than stor A Stops spinning in 90° to 180° A  19. B-line stall  Change of course before release not available 0 not available			Α	No	Α
Cascade occurs  No	18. Recovery from a developed spin	В			
Table Stable Stable Change of course before release not available 0 not availa	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in 90° to 180°	В
Change of course before release not available 0 not available	Cascade occurs	No	Α	No	Α
Behaviour before release not available 0 not a					
Recovery not available 0 not a	Change of course before release	not available	0	not available	0
Dive forward angle on exit	Behaviour before release	not available	0	not available	0
Cascade occurs  not available	Recovery	not available	0	not available	0
20. Big ears Entry procedure Dedicated controls A Stable flight A Recovery Recovery through pilot action in less than a further B 3 s Dive forward angle on exit Dive forward 0° to 30° Dedicated controls A Dedicated flight Entry procedure Dedicated controls A Dive forward 0° to 30° A Dedicated controls A Dive forward angle on exit Dive forward 0° to 30° A Dive forward angle on exit Dive forward 0° to 30° A Dive forward angle on exit Dive forward 0° to 30° A Dive forward on the substitution in less than a further B 3 s S S Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to	Dive forward angle on exit	not available	0	not available	0
Entry procedure  Dedicated controls A Dedicated controls A Stable flight A Dive forward angle on exit Dive forward 10° to 30° Dedicated controls A Dedicated controls A Dive flight A Dive forward 10° to 30° A Dive flight A Dive flight A Dive forward 10° to 30°	Cascade occurs	not available	0	No	Α
Behaviour during big ears  Stable flight  Recovery  Recovery through pilot action in less than a further 3 s Stable flight  Dive forward on to 30° to 30° A Dive forward on to 30° A  21. Big ears in accelerated flight Entry procedure  Dedicated controls  Behaviour during big ears  Stable flight A Dedicated controls A Dedicated controls A Stable flight A Stable flig	20. Big ears				
Recovery Hrough pilot action in less than a further B 3 s S S S S S S S S S S S S S S S S S S	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Dive forward angle on exit  Dive forward 0° to 30°  Dedicated controls  B  Entry procedure  Dedicated controls  A  Dedicated controls  A  Behaviour during big ears  Stable flight  A  Stable flight  A  Recovery  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  Stable fli	Behaviour during big ears	Stable flight	Α	Stable flight	Α
21. Big ears in accelerated flight Entry procedure  Dedicated controls  A Dedicated controls  A Dedicated controls  A Dedicated controls  A Behaviour during big ears  Stable flight  A Stable flight  A Stable flight  A Recovery through pilot action in less than a further B 3 s S Dive forward angle on exit  Dive forward angle on exit  Dive forward 0° to 30°  A Dive forward 0° to 30°  A Dive forward 0° to 30°  A Stable flight  A Pes  A	Recovery		В		r B
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 Dive forward on the same a further of the same and the same	21. Big ears in accelerated flight	В			
Recovery	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 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 Stable flight  A ONO  A Pres  A	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		В		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  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 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 not available  0 not available  0 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				Ver	
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 on tot available 0 not availa	180° turn achievable in 20 s	res	Α	res	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 loi nonce 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