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test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

Manufacturer



Certification number PG_2463.2024

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

Niviuk Gliders / Air Games S.L.

Address	C. Del Ter, 6 Nave D 17165 La Cellera de T Spain		Flight test		06.11.2024	
Glider model	Artik 7 P 26		Classification		С	
Serial number	ARTIK7P326		Representative		None	
Trimmer	no		Place of test		Villeneuve	
Folding lines used	no					
r olding illies used						
Test pilot		Alexandre Jofresa			Anselm Rauh	
Harness		Advance Thun AG Success 4 M			Niviuk Makan L	
	istanas [sm]				41	
Harness to risers d		43				
Distance between r	isers [cm]	44			48	
Total weight in fligh	nt [kg]	95			115	
1. Inflation/Take-off		В				
Rising behaviour		Easy rising, some pile	ot correction is required	В	Easy rising, some pilot correction is required	В
On a sight-lead off to also investigate	d.	No		Α	No	Α
Special take off technique	e required	140		^	NO	^
2. Landing		Α				
2. Landing Special landing technique required 3. Speed in straight flight		No		Α	No	Α
		В				
Trim speed more than 30 km/h		Yes		Α	Yes	Α
Speed range using the co	ntrols larger than 10 km/h	Yes A		Α	Yes	Α
Minimum speed		25 km/h to 30 km/h		В	25 km/h to 30 km/h	В
4. Control movement		A				
	to 80 ka					
4. Control movement Max. weight in flight up to 80 kg Symmetric control pressure / travel		not available		0	not available	0
Symmetric control pressure / travel						
Max. weight in flight 80 l						
Symmetric control pressure / travel		Increasing / greater than 60 cm		Α	not available	0
May weight in flight gre	ator than 100 kg					
Max. weight in flight greater than 100 kg Symmetric control pressure / travel		not available		0	Increasing / greater than 65 cm	Α
Cymmoune control proceed	io / liavoi				3.3	
5. Pitch stability exiting	accelerated flight	Α				
Dive forward angle on exi	t	Dive forward less tha	n 30°	Α	Dive forward less than 30°	Α
Callanas assuma		No		۸	No	٨
Collapse occurs		NO		Α	No	А
6. Pitch stability operation	ng controls during	A				
Collapse occurs		No		Α	No	Α
7. Roll stability and dam	ping	A				
Oscillations	•	Reducing		Α	Reducing	Α
8. Stability in gentle spir		Α				
Tendency to return to stra	night flight	Spontaneous exit		Α	Spontaneous exit	Α

9. Behaviour exiting a fully developed spiral dive	C			
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)	А
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 3 s to 5 s	В	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°	А
Entry	Spontaneous in 3 s to 5 s	В	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 No	A	No.	A
Folding lines used	No	Α	No	A
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		Α
Folding lines used	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
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°	Α	Changing course less than 45°	Α
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	A
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	Α	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 0° to 15°	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	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	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° 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

Section Procession Proces	Folding lines used	No	Α	No	Α
Able to keep course Yes A 150" turn away from the collapsed side possible in 10 a Yes A Amount of control range between turn and stall or spin More than 50 % of the symmetric control travel. A 16. Trim speed spin tendency A No A No A 50p noccurs No A No No A 17. Low speed spin tendency A No A No A 18. Recovery from a developed spin A A No A No A 19. B-line stall 0 Cacacide cocurs No A No A 19. B-line stall 0 Total sale to the country of the sale to the country		A			
Amount of control range between turn and stall or spin 16. Frim speed spin tendency April occurs No No A No No A No No A 17. Low speed spin tendency April occurs No No A No No A No No A 18. Recovery from a developed spin April occurs No No A No No A No No A 19. B-line stall OCHange of course before release not evaluable not evaluable not evaluable No evaluabl		Yes	Α	Yes	Α
19. Trim 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
No	16. Trim speed spin tendency	Α			
Spin occurs No A No A No A No A Since Spin A Spin rotation angle after release Stops spinning in less than 90" A Stops spinning in less than 9	Spin occurs	No	Α	No	Α
Spin rotation angle after release No No A Stope spinning in less than stor A Stope spinning in less than store			Α	No	Α
Package occurs No	18. Recovery from a developed spin	A			
19. B-line stall Change of course before release not available 0 not available	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Change of course before release not available 0 not available	Cascade occurs	No	Α	No	Α
Behaviour before release not available not available 0 not ava					
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 Dedicated controls A Stable flight A Dive forward uning big ears Dive forward angle on exit Dive forward 0° to 30° Dive forward on to 30° Dive forward on to 30° Dedicated controls 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 Stabl	Dive forward angle on exit	not available	0	not available	0
Entry procedure Dedicated controls A Recovery Recovery through pilot action in less than a further B 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 Dive forward 0° to 30° A Dedicated controls A Dedicated	Cascade occurs	not available	0	not available	0
Behaviour during big ears Stable flight A Stable flight B Sentraneous in less than 3 s A Dive forward on to 30° to 30° A Dive forward on to 30° A 21. Big ears in accelerated flight Entry procedure Dedicated controls A Dedicated controls A Dedicated controls A Stable flight A Stable f	20. Big ears				
Recovery Recovery through pilot action in less than a further B Spontaneous in less than 3 s A Dive forward one to 30° A Dive forward 0° to 30° A Dedicated controls A Dedicated controls A Stable flight A Stable flight A Stable flight A Stable flight 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 0° to 30° A	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Dive forward angle on exit Dive forward 0° to 30° Dedicated controls A Dedicated controls A Dedicated controls A Dedicated controls A Behaviour during big ears 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 Dive forward 0° to 30° A Dive forward o° to 30° A Stable flight A Dive forward o° to 30° A Stable flight A Stable flight	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 Stable flight A Dive forward angle on exit Dive forward 0° to 30° A Stable flight A No	Recovery		В	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 Dive forward on the same and further of th	21. Big ears in accelerated flight	В			
Recovery Hrough pilot action in less than a further B 3 s S S Stable flight Pilot maintaining big ears 22. Alternative means of directional control 180° turn achievable in 20 s Procedure suitable for novice pilots No A No A Recovery through pilot action in less than a further B 3 s S S S S Recovery through pilot action in less than a further B 3 s S S S Recovery through pilot action in less than a further B 3 s S S S Recovery through pilot action in less than a further B 3 s S S S Recovery through pilot action in less than a further B 3 s S S S Recovery through pilot action in less than a further B 3 s S S S Recovery through pilot action in less than a further B 3 s S S S S S Recovery through 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° 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 Procedure works as described No O 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 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	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 not available 0 not available 0 not available 0 not available 0				Ver	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	res	А	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			
Trecount culture 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