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Route du Pré-au-Compte 8 ▲ CH-1844 Villeneuve

Test laboratory for paragliders, paraglider harnesses
and paraglider reverse parachutes

paragliding by air turquoise

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

Manufacturer	**Niviuk Gliders / Air Games S.L.**	Certification number	PG_2758.2026
Address	C. Del Ter, 6 Nave D 17165 La Cellera de Ter Girona Spain	Flight test	24.08.2026
Glider model	**Peak 7 26**	**Classification**	**D**
Serial number	PEAK726	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	yes		

Test pilot	Alexandre Jofresa			Arthur Donner	
Harness	Advance Thun AG Success 4 M			Advance Thun AG Success 4 L	
Harness to risers distance [cm]	43			43	
Distance between risers [cm]	48			48	
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	**C**				
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 / 50 cm to 65 cm	C		Approximately constant / 50 cm to 65 cm	C
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	**B**			
Initial response of glider (first 180°)	No immediate reaction	B	No immediate reaction	B
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	720° to 1 080°, spontaneous recovery	B
10. Symmetric front collapse	**D**			
Approximately 30 % chord				
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	Spontaneous in 3 s to 5 s	B
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	Yes	C	Yes	C
At least 50% chord				
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 30° to 60° / Keeping course	B	Dive forward 0° to 30° / Entering a turn of less than 90°	A
Cascade occurs	No	A	No	A
Folding lines used	Yes	C	Yes	C
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	Recovery through pilot action in less than a further 3 s	D
Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Entering a turn of 90° to 180°	C	Dive forward 0° to 30° / Entering a turn of less than 90°	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	Yes	C
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	**D**			
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°	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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	Yes	C	Yes	C
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°	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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	Yes	C	Yes	C
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°	B	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 3 s to 5 s from start of pilot action	D
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 reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	Yes	C	Yes	C
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	Inflates in less than 3 s from start of pilot action	C	Inflates in 3 s to 5 s from start of pilot action	D
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 reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A

Folding lines used	Yes	C	Yes	C
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	**B**			
Spin rotation angle after release	Stops spinning in 90° to 180°	B	Stops spinning in 90° to 180°	B
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	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in 3 s to 5 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	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 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. 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