Air Turquoise SA Rte du Pré-au-Comte 8 | CH-1844 Villeneuve tel. +41 21 965 65 65 | mobile +41 79 202 52 30 info@para-test.com

AIR TURQUOISE SA certified by

## Flight test report: EN



| Manufacturer   | Ozone Gliders                     | Certification number | PG_0397.2011 |
|----------------|-----------------------------------|----------------------|--------------|
| Address        | 2, Queens Drive<br>LA46LN .<br>UK | Date of flight test  | 28. 04. 2011 |
| Representative | Ogden Russell                     | Place of test        | Villeneuve   |

Glider model Rush 3 XS Classification C

Trimmer no

| Rising behaviour Special take off technique required No A Special landing A Special landing technique required No A No A No A Special landing technique required No A Increasing / greater than 55 cm A  |   |                                  |   |                                  |   |
|--|---|----------------------------------|---|----------------------------------|---|
| Total weight in flight (kg) 60 75  1. InflationTake-off 1. InflationTake-off 1. Rising behaviour Special take off technique required No A 2. Landing A 3. Special landing technique required No A 4. No No A 5. Special landing technique required No A 5. Special landing technique required No A 5. Special landing technique required No A 6. Rispect more than 30 km/h Max weight in flight up to 80 km/h Max weight in flight up to 80 kg Symmetric control pressure / travel Nax. weight in flight up to 80 kg Symmetric control pressure / travel Nax. weight in flight greater than 100 kg Symmetric control pressure / travel Nax. weight in flight greater than 100 kg Symmetric control pressure / travel No A 6. Pitch stability stilling accelerated flight A Dive forward angle on exit Collapse occurs No A 6. Pitch stability operating controls during accelerated flight Collapse occurs No A 7 No 8. Stability in gentle spirals A Collapse occurs No A 8. Stability in gentle spirals A 8. Stability in gentle spirals A 1. Reducing A 8. Stability in gentle spirals A 1. Reducing A 8. Stability in gentle spirals A 1. Reducing A 8. Stability in gentle spirals A 1. Reducing A 8. Stability in gentle spirals A 1. Reducing A 8. Stability in gentle spirals A 1. Reducing A 8. Stability in gentle spirals A 9. Reducing A 8. Stability in gentle spirals A 1. Reducing A 8. Stability in gentle spirals A 8. Stability in gentle spirals A 9. Reducing A 9. Reducin | Test pilo   | t Fukuoka Seiko                  |   | Thurnheer Claude                 |   |
| A Rising behaviour Smooth, easy and constant rising A Special take off technique required A No A No A No A Special landing technique required No A No A No A Special landing technique required No A No A No A Special landing technique required No A No A No A No A Special landing technique required No A No  | Harnes  | s Sup' Air - Altiplume S         |   | Sup' Air - Altiplume S           |   |
| A Rising behaviour Smooth, easy and constant rising A Special take off technique required A No A No A No A Special landing technique required No A No A No A Special landing technique required No A No A No A Special landing technique required No A No A No A No A Special landing technique required No A No  | Total weight in flight (kg                                      | ) 60                             |   | 75                               |   |
| Special take off technique required No A No A No A Mo A A No A Mo A A No A Mo A M   | 1. Inflation/Take-off   |                                  |   |                                  |   |
| 2. Landing Special landing technique required No Special landing technique required A Trim speed more than 30 km/h Yes A Trim speed more than 30 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Control movement A Control movement A Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Increasing / greater than | Rising behaviour  | Smooth, easy and constant rising | Α | Smooth, easy and constant rising | Α |
| 2. Landing Special landing technique required No Special landing technique required A Trim speed more than 30 km/h Yes A Trim speed more than 30 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Control movement A Control movement A Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A Increasing / greater than |   |                                  |   |                                  | Α |
| A Yes A Yes A Yes A Yes A Yes A Minimum speed more than 30 km/h Yes A Yes A Yes A Minimum speed more than 30 km/h Yes A Yes A Minimum speed A Less than 25 km/h A Less than 55 cm A loreasing / greater | 2. Landing  | Α                                |   |                                  |   |
| Trim speed more than 30 km/h  Yes A Yes A Yes  A No  A Increasing / greater than 55 cm  A Increasing | Special landing technique required                              | No                               | Α | No                               | Α |
| Speed range using the controls larger than 10 km/h    Yes  | 3. Speed in straight flight                                     | Α                                |   |                                  |   |
| Minimum speed  4. Control movement  A. A. Control movement  Max. weight in flight up to 80 kg  Symmetric control pressure / travel  Max. weight in flight 80 kg to 100 kg  Symmetric control pressure / travel  not available  not available  0. not available  1. not available  1. not available  1. not a | Trim speed more than 30 km/h                                    | Yes                              | Α | Yes                              | Α |
| A Control movement  Max. weight in flight up to 80 kg  Symmetric control pressure / travel  Max. weight in flight 80 kg to 100 kg  Symmetric control pressure / travel  Max. weight in flight 80 kg to 100 kg  Symmetric control pressure / travel  not available  0 not available  1  | Speed range using the controls larger than 10 km/h              | Yes                              | Α | Yes                              | Α |
| Max. weight in flight up to 80 kg  Symmetric control pressure / travel   Increasing / greater than 55 cm   A Increasing / greater than 55 cm   A Max. weight in flight 80 kg to 100 kg  Symmetric control pressure / travel   not available   0 not av | Minimum speed   | Less than 25 km/h                | Α | Less than 25 km/h                | Α |
| Symmetric control pressure / travel  Max. weight in flight 80 kg to 100 kg  Symmetric control pressure / travel  Max. weight in flight greater than 100 kg  Symmetric control pressure / travel  Max. weight in flight greater than 100 kg  Symmetric control pressure / travel  not available  0 not available  1 not a | 4. Control movement   | Α                                |   |                                  |   |
| Max. weight in flight 80 kg to 100 kg  Symmetric control pressure / travel not available 0 not available 10 n | Max. weight in flight up to 80 kg                               |                                  |   |                                  |   |
| Symmetric control pressure / travel not available 0 not available 0 not available 0  Max. weight in flight greater than 100 kg  Symmetric control pressure / travel not available 0 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  Collapse occurs No A No A  7. Roll stability and damping  A  Scillations Reducing A Reducing A Reducing A Reducing A  8. Stability in gentle spirals  Cendency to return to straight flight Spontaneous exit A Spontaneous exit A  9. Behaviour in a steeply banked turn  B  Sink rate after two turns B  Entry Rocking back less than 45° A Rocking back less than 45° A Rockory  Dive forward angle on exit / Change of course Dive forward 30° to 60° / Keeping course  Cascade occurs No A Rocking back less than 45° A Rocking back less than 45 | Symmetric control pressure / travel                             | Increasing / greater than 55 cm  | Α | Increasing / greater than 55 cm  | Α |
| 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 No A  6. Pitch stability operating controls during accelerated flight  Collapse occurs No A No A No A  7. Roll stability and damping A  Coscillations Reducing A Reducing A  Stability in gentle spirals A  Tendency to return to straight flight Spontaneous exit A Spontaneous exit A  9. Behaviour in a steeply banked turn  B  Sink rate after two turns B  Sink rate after two turns B  Entry Rocking back less than 45° A Rocking back less than 45° A  Pive forward angle on exit / Change of course Dive forward 30° to 60° / Keeping course  Cascade occurs No A Rocking back less than 45° A R | Max. weight in flight 80 kg to 100 kg                           |                                  |   |                                  |   |
| Symmetric control pressure / travel not available 0 not availa | Symmetric control pressure / travel                             | not available                    | 0 | not available                    | 0 |
| 5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° A No A N  | Max. weight in flight greater than 100 kg                       |                                  |   |                                  |   |
| Dive forward angle on exit  Dive forward less than 30° A Dive forward less than 30° A Reducing A No A N  | Symmetric control pressure / travel                             | not available                    | 0 | not available                    | 0 |
| Collapse occurs  No 6. Pitch stability operating controls during accelerated flight  Collapse occurs  No A  Reducing A  Scillations  Reducing A  Sepontaneous exit A  Sepontaneous in less than 45° A  Sepontaneous in less than 3 s A  Sepontaneous in less than 45° A  Sepontaneous exit A  Sepontaneous e | 5. Pitch stability exiting accelerated flight                   | Α                                |   |                                  |   |
| 6. Pitch stability operating controls during accelerated flight  Collapse occurs  No A No A No A No A No A No A Reducing  | Dive forward angle on exit                                      | Dive forward less than 30°       | Α | Dive forward less than 30°       | Α |
| Flight  Collapse occurs  No A  No A  No A  Reducing A  Spontaneous exit A  Reducing A  | Collapse occurs   | No                               | Α | No                               | Α |
| 7. Roll stability and damping A Oscillations Reducing A Replacing A Replacing A Reducing A Reducing A Reducing A Replacing A Replacing A Reducing A Reducing A Reducing A Reducing A Reducing A Replacing A Replacing A Reducing A Replacing A Replacing A Reducing A Reducing A Reducing A Reducing A Reducing A Reducing A Replacing A Replacing A Replacing A Reducing A Replacing A Replacing A Replacing A Reducing A Replacing A R | 6. Pitch stability operating controls during accelerated flight | Α                                |   |                                  |   |
| A Reducing A Reducing A Reducing A Reducing A Reducing A Reducing A Stability in gentle spirals A Spontaneous exit A Spontaneous in 14 m/s B More than 14 m/s More than 14 m/s B More than 14 m/s More than 14 m/s B More than 14 m/s More than 14 m/s B More than 14 m/s  | Collapse occurs   | No                               | Α | No                               | Α |
| 8. Stability in gentle spirals  Tendency to return to straight flight  Spontaneous exit  A Spontaneous exit  B Sink rate after two turns  B More than 14 m/s  B More than 14 m/s  B Sink rate after two turns  B Source than 14 m/s  B Sink rate after two turns  B Source than 14 m/s  B Sink rate after two turns  B Source than 14 m/s  B Sink rate after two turns  B Source than 14 m/s  B Sink rate after two turns  B Source than 14 m/s  B Source than 14 m/s  A Rocking back less than 45°  A Rocking b | 7. Roll stability and damping                                   | A                                |   |                                  |   |
| Tendency to return to straight flight  Spontaneous exit  A Spontan | Oscillations  | Reducing                         | Α | Reducing                         | Α |
| 9. Behaviour in a steeply banked turn  Sink rate after two turns  More than 14 m/s  B  A  Rocking back less than 45°  A  Rocking back less than 45°  A  Rocking back less than 45°  A  Spontaneous in less than 3 s  A  Spontaneous in less than 3 s  A  Dive forward angle on exit / Change of course  Dive forward 30° to 60° /  Keeping course  Cascade occurs  No  A  No  A  Rocking back less than 45°  A  | 8. Stability in gentle spirals                                  | A                                |   |                                  |   |
| Sink rate after two turns  More than 14 m/s  B More than 14 m/s  A Rocking back less than 45°  A Rocking back less than 45°  A Spontaneous in less than 3 s  A No  A No  With accelerator  Entry  Rocking back less than 45°  A Rocking back less than 45°   | Tendency to return to straight flight                           | Spontaneous exit                 | Α | Spontaneous exit                 | Α |
| 10. Symmetric front collapse  Entry  Rocking back less than 45°  Recovery  Spontaneous in less than 3 s  Dive forward angle on exit / Change of course  Dive forward 30° to 60° / Keeping course  Cascade occurs  No  No  A  Rocking back less than 45°  A  Spontaneous in less than 3 s  A  No  A  No  A  With accelerator  Entry  Rocking back less than 45°  A  Rocking back less than 45°  A  Rocking back less than 45°  A   | 9. Behaviour in a steeply banked turn                           | В                                |   |                                  |   |
| Entry  Rocking back less than 45°  A Spontaneous in less than 3 s  A Spontaneous in less than 3 s  A Spontaneous in less than 3 s  A Dive forward 30° to 60° /  Keeping course  Cascade occurs  No  A No  A With accelerator  Entry  Rocking back less than 45°  A Rocking back less than 45°  | Sink rate after two turns                                       | More than 14 m/s                 | В | More than 14 m/s                 | В |
| Recovery  Spontaneous in less than 3 s A Spontaneous in less t | 10. Symmetric front collapse                                    | В                                |   |                                  |   |
| Dive forward angle on exit / Change of course  Dive forward 30° to 60° / Keeping course  Cascade occurs  No  A  No  With accelerator  Entry  Rocking back less than 45°  A  B  Dive forward 0° to 30° / Keeping course  Course  A  No  A  Rocking back less than 45°  A  Rocking back less than 45°  A   | Entry   | Rocking back less than 45°       | Α | Rocking back less than 45°       | Α |
| Keeping course course  Cascade occurs  No A No A With accelerator  Entry  Rocking back less than 45° A Rocking back less than 45° A  | Recovery  | Spontaneous in less than 3 s     | Α | Spontaneous in less than 3 s     | Α |
| With accelerator  Entry Rocking back less than 45° A Rocking back less than 45° A  | Dive forward angle on exit / Change of course                   |                                  | В |                                  | Α |
| Entry Rocking back less than 45° A Rocking back less than 45° A  | Cascade occurs  | No                               | Α | No                               | Α |
|  | With accelerator  |                                  |   |                                  |   |
| Recovery Spontaneous in 3 s to 5 s B Spontaneous in less than 3 s A  | 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 30° to 60° /<br>Entering a turn of less than 90° | В | Dive forward 0° to 30° / Keeping course   | Α  |
|--|---|---|---|----|
| Cascade occurs   | No  | Α | No  | Α  |
| 11. Exiting deep stall (parachutal stall)                                | Α   |   |   |    |
| 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  | A   |   |   |    |
| 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                                 | A   |   |   |    |
| Dive forward angle on exit   | 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  | C   | • | West intestigne   | ,, |
| With 50% 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 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  | Α | No  | Α  |
| Twist occurs   | No  | Α | No  | Α  |
| Cascade occurs   | No  | Α | No  | Α  |
| With 75% collapse  |   |   |   |    |
| Change of course until re-inflation / Maximum dive forward or roll angle | 90° to 180° / Dive or roll angle<br>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  | Α | No  | Α  |
| Twist occurs   | No  | Α | No  | Α  |
| Cascade occurs   | No  | Α | No  | Α  |
| With 50% collapse and accelerator  |   |   |   |    |
| Change of course until re-inflation / Maximum dive forward or roll angle | 90° to 180° / Dive or roll angle<br>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  | Α | No  | Α  |
| Twist occurs   | No  | Α | No  | Α  |
| Cascade occurs   | No  | Α | No  | Α  |
| With 75% collapse and accelerator  |   |   |   |    |
| Change of course until re-inflation / Maximum dive forward or roll angle | 90° to 180° / Dive or roll angle 45° to 60°                   | С | $90^{\circ}$ to $180^{\circ}$ / Dive or roll angle $15^{\circ}$ to $45^{\circ}$ | 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  | Α | No  | Α  |
| Twist occurs   | No  | Α | No  | Α  |
| Cascade occurs   | No  | Α | No  | Α  |
| 15. Directional control with a maintained asymmetric collapse            | Α   |   |   |    |
| Able to keep course  | Yes   | Α | Yes   | Α  |
| 180° turn away from the collapsed side possible in 10 s                  | Yes   | Α | Yes   | Α  |
| Amount of control range between turn and stall or spin                   | More than 50 % of the   | Α | More than 50 % of the symmetric   | Α  |
|  | symmetric control travel                                      |   | control travel  |    |

| 16. Trim speed spin tendency   | Α                                    |   |                                      |   |
|--|--------------------------------------|---|--------------------------------------|---|
| Spin occurs  | No                                   | Α | No                                   | Α |
| 17. Low speed spin tendency  | A                                    |   |                                      |   |
| Spin occurs  | No                                   | Α | No                                   | Α |
| 18. Recovery from a developed spin   | Α                                    |   |                                      |   |
| Spin rotation angle after release  | Stops spinning in less than 90°      | Α | Stops spinning in less than 90°      | Α |
| Cascade occurs   | No                                   | Α | No                                   | Α |
| 19. B-line stall   | A                                    |   |                                      |   |
| Change of course before release  | Changing course less than 45°        | Α | Changing course less than 45°        | Α |
| Behaviour before release   | Remains stable with straight span    | Α | Remains stable with straight span    | 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 |
| Cascade occurs   | No                                   | Α | No                                   | Α |
| 20. Big ears   | Α                                    |   |                                      |   |
| Entry procedure  | Dedicated controls                   | Α | Dedicated controls                   | Α |
| Behaviour during big ears  | Stable flight                        | Α | Stable flight                        | 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 |
| 21. Big ears in accelerated flight   | A                                    |   |                                      |   |
| Entry procedure  | Dedicated controls                   | Α | Dedicated controls                   | Α |
| Behaviour during big ears  | Stable flight                        | Α | Stable flight                        | 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 |
| Behaviour immediately after releasing the accelerator while maintaining big ears   | Stable flight                        | Α | Stable flight                        | Α |
| 22. Behaviour exiting a steep spiral   | Α                                    |   |                                      |   |
| Tendency to return to straight flight  | Spontaneous exit                     | Α | Spontaneous exit                     | Α |
| Turn angle to recover normal flight  | Less than 720°, spontaneous recovery | Α | Less than 720°, spontaneous recovery | Α |
| Sink rate when evaluating spiral stability [m/s]                                   | 18                                   |   | 18                                   |   |
| 23. Alternative means of directional control                                       | Α                                    |   |                                      |   |
| 180° turn achievable in 20 s   | Yes                                  | Α | Yes                                  | Α |
| Stall or spin occurs   | No                                   | Α | No                                   | Α |
| 24. 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 |
| 25. Comments of test pilot   |                                      |   |                                      |   |
| Comments   |                                      |   |                                      |   |