## AIR TURQUOISE SA | PARA-TEST.COM

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test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

Manufacturer



Certification number PG\_2525.2025

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

Swing Flugsportgeräte GmbH

Address An der Leiten 4 82290 Landsberied Germany  Glider model NYRA RS S Serial number 99457 Trimmer no Place of test Villeneuve	
82290 Landsberied Germany Glider model NYRA RS S Classification B Serial number 99457 Representative None	
Glider model NYRA RS S Classification B Serial number 99457 Representative None	
Serial number 99457 Representative None	
Trimmer no Place of test Villeneuve	
Folding lines used no	
Test pilot Claude Thurnheer Alexandre Jofresa	
Harness Woody Valley srl Wani Light 2 M Advance Thun AG	Success 4 M
Harness to risers distance [cm] 43 43	
Distance between risers [cm] 40 44	
Total weight in flight [kg] 75 95	
1. Inflation/Take-off B	
Rising behaviour Easy rising, some pilot correction is required B Smooth, easy and constant ri	rising A
Special take off technique required  No  A  No	А
2. Landing A	
Special landing technique required No A No	Α
3. Speed in straight flight A	
Trim speed more than 30 km/h  Yes  A Yes	Α
Speed range using the controls larger than 10 km/h  Yes  A Yes	А
Minimum speed Less than 25 km/h A Less than 25 km/h	А
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 c	cm A
Max. weight in flight greater than 100 kg	
Max. weight in flight greater than 100 kg  Symmetric control pressure / travel not available 0 not available	0
Symmetric control pressure / travel not available 0 not available 0	0
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight A	0 A
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight A	
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight A	
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30°  Collapse occurs No A No	А
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30°	А
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° Collapse occurs No A No  6. Pitch stability operating controls during A	А
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° Collapse occurs No A No  6. Pitch stability operating controls during accelerated flight  A	A A
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° Collapse occurs No A No 6. Pitch stability operating controls during accelerated flight Collapse occurs No A No	A A
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° Collapse occurs No A No 6. Pitch stability operating controls during accelerated flight Collapse occurs No A No 7. Roll stability and damping A	A A
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight Dive forward less than 30° A Dive forward less than 30°  Collapse occurs No A No  6. Pitch stability operating controls during accelerated flight  Collapse occurs No A No  7. Roll stability and damping A Reducing Oscillations Reducing A Reducing  8. Stability in gentle spirals	A A
Symmetric control pressure / travel not available 0 not available  5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30°  Collapse occurs No A No  6. Pitch stability operating controls during accelerated flight  Collapse occurs No A No  7. Roll stability and damping A Reducing A Reducing A Reducing	A A

B. Behaviour exiting a fully developed spiral dive	В			
nitial response of glider (first 180°)	No immediate reaction	В	No immediate reaction	E
Fendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Furn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	
0. Symmetric front collapse Approximately 30 % chord	A			
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	
Dive forward angle on exit Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	
Cascade occurs	No	Α	No	
Folding lines used	No	Α	No	
At least 50% chord Entry	Rocking back less than 45°	Α	Rocking back less than 45°	
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	
Cascade occurs	No	Α	No	
Folding lines used	No	Α	No	
Vith accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	
Cascade occurs	No	Α	No	
Folding lines used	No	Α	No	
1. Exiting deep stall (parachutal stall)	<b>A</b> Yes	٨	Yes	
Deep stall achieved	Spontaneous in less than 3 s		Spontaneous in less than 3 s	
Recovery	Dive forward 0° to 30°	A	Dive forward 0° to 30°	
Dive forward angle on exit	Changing course less than 45°		Changing course less than 45°	
Change of course				
Cascade occurs	No	А	No	
2. High angle of attack recovery Recovery	A Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	
Cascade occurs	No	Α	No	
3. Recovery from a developed full stall Dive forward angle on exit	A Dive forward 0° to 30°	Α	Dive forward 0° to 30°	
Collapse	No collapse	Α	No collapse	
Cascade occurs (other than collapses)	No	Α	No	

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	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	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 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 190" turn away from the collapsed side possible in 10 a Yes Amount of control range between turn and stall or spin Nove than 50 % of the symmetric control travel A Amount of control range between turn and stall or spin Nove than 50 % of the symmetric control travel A 16. Trim speed spin tendency A Nove than 50 % of the symmetric control travel A Nove than 50 % of the symmetric control travel A 17. Low speed spin tendency Spin occurs A No		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 By Spin rotation angle after release  No No A No No A No A  19. B-line stall A Change of course before release  Remains stable with attight span A Changing course less than 45° A Changing course less than 45° A Behaviour before release  Remains stable with attight span A No A N		Yes	Α	Yes	Α
16. Trian 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   No   A   No   No   A	16. Trim speed spin tendency	A			
Spin occurs No A No A No A No A No A Since A A No A	Spin occurs	No	Α	No	Α
Spin rotation angle after release  No No A No No A  19. B-line stall  Change of course before release  Changing course less than 45° A  Behaviour before release  Remains stable with straight span A  Recovery  Spontaneous in less than 3 s A  Dive forward angle on exit  Dive forward or to 30° A  No A  20. Big ears  Entry procedure  Dedicated controls  Recovery  Spontaneous in 3 s to 5 s B  Entry procedure  Development of to 30° A  Dive forward or to 30° A  Dive forward angle on exit  Dive forward or to 30° A  Dive			Α	No	Α
Cascade occurs  No A Changine stall A Change of course before release Changing course less than 45° A Changing course less than 5 above than 45° Changing course less than 3 a Change for a changing course less than 45° A Changing course less than 45° A Changing course less than 45° A Cascade course less than 5 above less than 5 above less than 60° to 30° Changing course less than 60° to 30° Changing course less than 65° to 30	18. Recovery from a developed spin	В			
A Change of course before release Change of course before release Remains stable with straight span Recovery Spontaneous in less than 3 s 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 Dedicated controls Behaviour during big ears Benaviour during big ears Stable flight Benaviour during big ears Subject flight A Subject flig	Spin rotation angle after release	Stops spinning in 90° to 180°	В	Stops spinning in less than 90°	Α
Change of course before release Remains stable with straight span Recovery Spontaneous in less than 3 s Recovery Spontaneous in less than 3 s Recovery Recovery Spontaneous in less than 3 s Recovery Rec	Cascade occurs	No	Α	No	Α
Behaviour before release Remains stable with straight span A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Deformand					
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Dedicated controls A Dive forward 0° to 30° A Div	Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Dive forward angle on exit  Dive forward 0° to 30°  No  A  Dive forward 0° to 30°  No  A  No  A  No  A  No  A  No  A  A  Dive forward 0° to 30°  A  A  A  Dive forward 0° to 30°  A  A  A  Dive forward 0° to 30°  A  Dedicated controls  A  Dedicated controls  A  Dedicated controls  A  Behaviour during big ears  Stable flight  B  Catherian accelerated flight Entry procedure  Dedicated controls  B  Dedicated controls  A  Dive forward 0° to 30°  A  Dedicated controls  A  Dedicated controls  A  Dedicated controls  A  Dedicated controls  A  Behaviour during big ears  Stable flight  Recovery  Recovery through pilot action in less than a further  B  Recovery  Recovery through pilot action in less than a further  B  Recovery through pilot action in less than a further  B  Behaviour immediately after releasing the accelerator while maintaining big ears  Dive forward 0° to 30°  Dive forward 0° to 30°  A  Behaviour immediately after releasing the accelerator while maintaining big ears  22. Alternative means of directional control  A  Yes  No  A  Ves  A  Ves  A  No  not available  D  not available	Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Cascade occurs  No No A No No A No No A Recovery  Benaviour during big ears  Entry procedure  Spontaneous in 3 s to 5 s  Benaviour during big ears  Stable flight  A Stable flight  A Stable flight  A Dive forward or to 30° and Dive forwar	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
20. Big ears Entry procedure Dedicated controls A Dedicated controls A Stable flight A Dive forward unique 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 Dedicated controls A Dive forward 0° to 30° A Dive forward 0° to 30° A Dedicated controls A Dedicated controls A Stable flight A Stab	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Entry procedure  Dedicated controls  A Dedicated controls  A Stable flight  A Dive forward or to 30° A Dive forward 0° to 30° A	Cascade occurs	No	Α	No	Α
Behaviour during big ears  Stable flight A Spontaneous in 3 s to 5 s B Spontaneous in 1 sess than 3 s A Dive forward on to 30° to 30° A Dive forward on to 30° A Dive forward on to 30° A Dive forward on to 30° A Dedicated controls A Dedicated controls A Dedicated controls A Stable flight A Dive forward on to 30° A Div	20. Big ears	В			
Recovery Spontaneous in 3 s to 5 s B 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 B Entry procedure Dedicated controls A Dedicated controls A  Behaviour during big ears Stable flight A  Recovery Behaviour during bild action in less than a further B 3 s Stable flight A  Recovery Behaviour immediately after releasing the accelerator while maintaining big ears Stable flight A  Behaviour immediately after releasing the accelerator while maintaining big ears A  22. Alternative means of directional control A  Stable flight A  Stable flight A  Stable flight A  Procedure works as described not available not not available not available not not not not not not	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 Dedicated controls  A Dedicate	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 Stable flight A Dive forward angle on exit Dive forward 0° to 30° A Stable flight A Dive forward 0° to 30° A Di	Recovery	Spontaneous in 3 s to 5 s	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 through pilot action in less than a further B 3 s Recovery through pilot action in less than a further B 3 s Dive forward angle on exit Dive forward 0° to 30° A D	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 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 Yes  A Pes  A Pes  A Pes  A Pes  Procedure works as described  No  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  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  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  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 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		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			٨	Voc	^
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	1 68	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	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 horse pilote	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