



Flight and Load test report - EN 12491:2001 & LTF

Manufacturer SWING Flugsportgeräte GmbH
Address An der Leiten 4
 82290 Landsberied
 Germany

Certification number: EP 055.2012
Type/model: Escape XL
Total weight in flight: 125 kg

Description of tests	place:	date:	result:
1. Deployment system strength test A load of 700 N between each components	Villeneuve		OK
2. Speed of opening test - ref. A (2 times) Time from the instant of free drop until a load of 200 N is sustained Opening time Opening time	Villeneuve Villeneuve	07.06.2011 07.07.2011	< 5 seconds < 5 seconds
3. Descent rate and stability test - ref. A and B (2 times) The paraglider is released as the parachute begins to open, minimum 100 m descent. Stability 1 Sink rate 1 Stability 2 Sink rate 2	Villeneuve Villeneuve Villeneuve Villeneuve	07.07.2011 07.07.2011 15.07.2011 15.07.2011	Stable 5.5 m/sec Stable 5.28 m/sec
4. Strength test 40 m/s opening shock (2 times) The drop test device is accelerated to a straight line velocity of 40 m/s and the parachute deployment handle activated using a static line attached to a drogue chute. Speed of opening is less than 5 seconds Test 1 Test 2 Test 3	Illarsaz Illarsaz Illarsaz	15.11.2011 18.12.2011 18.12.2011	OK OK OK
5. Interaction and stability test (piloted) - ref. C a the emergency parachute is deployed from a paraglider in normal straight flight. b the pilot shall take no action while the behaviour of the parachute and paraglider are observed 200 metres. c the pilot take action while the behaviour of the parachute and paraglider are observed 200 metres.			not available not available not available

The model described is in conformity with the flight and load tests carried out by Air Turquoise SA.



For Air Turquoise SA

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Weather data, ref. 3 and B

Date / place	hPa	wind	temp	humidity
07/07/2011 Villeneuve	958.9	0	25°	78.0%
	<i>Corrected mass:</i>			
	114.33			
15/07/2011 Villeneuve	968	0	20°	79.5%
	<i>Corrected mass:</i>			
	117.38			

Reference

A. At horizontal airspeed 8 m/s and vertical speed 1.5 m/s

B. Formula to be used for correcting the test mass ofr differences from ICAO standard atmosphere

$$m_{\text{corr}} := m_{\text{dec}} \cdot \frac{p \cdot T_0}{p_0 \cdot T}$$

Ground level atmospheric pressure at the test location: (p)

ICAO standard atmospheric pressure at MSL: (p₀)

Ground level température at the test location: (T)

ICAO standard temperature at MSL: (T₀)

Total weight in flight: (m_{dec})

Corrected mass: (m_{corr})

C. Only parachute with controls for steering and landing flare



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