

Flight test report: EN 926-2:2013 & LTF 91/09

Manufacturer	Triple Seven paragliders	Certification number	PG_1824.2021
Address	Ulica Ane Zihelove 10 1000 Ljubljana Slovenia	Flight test	15.04.2021
Glider model	King 2 L	Classification	D
Serial number	KI2-L-B-0093	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	yes		
Test pilot	Alexandre Jofresa	Anselm Rauh	
Harness	Supair - Evo XC 3 M	Supair - Evo XC 3 L	
Harness to risers distance (cm)	44	44	
Distance between risers (cm)	46	48	
Total weight in flight (kg)	100	119	

1. Inflation/Take-off	D			
Rising behaviour	Hangs back	D	Hangs back	D
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	Less than 25 km/h	A	25 km/h to 30 km/h	B
4. Control movement	A			
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	Increasing / greater than 60 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	A
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	D			
Initial response of glider (first 180°)	No immediate reaction	B	Immediate increase in rate of turn	C
Tendency to return to straight flight	Turn remains constant (g force constant, rate of turn constant)	D	Turn remains constant (g force constant, rate of turn constant)	D
Turn angle to recover normal flight	With pilot action	D	With pilot action	D
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	Recovery through pilot action in less than a further 3 s	D

Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 30° to 60° Keeping course	B
Cascade occurs	No	A	No	A
Folding lines used	Yes		Yes	
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 30° to 60° / Entering a turn of 90° to 180°	C
Cascade occurs	No	A	No	A
Folding lines used	Yes		Yes	
With accelerator				
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 30° to 60° / Entering a turn of less than 90°	B
Cascade occurs	No	A	No	A
Folding lines used	Yes		Yes	
11. Exiting deep stall (parachutal stall)				
C				
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in 3 s to 5 s	C	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				
C				
Dive forward angle on exit	Dive forward 30° to 60°	B	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	Greater than 45°	C
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	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 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 re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	Yes		Yes	
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°	B	180° to 360° / Dive or roll angle 45° to 60°	C
Re-inflation behaviour	Inflates in 3 s to 5 s from start of pilot action	D	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 re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	Yes		Yes	
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 3 s to 5 s from start of pilot action	D	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		Yes	
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	180° to 360° / Dive or roll angle 15° to 45°	C	180° to 360° / Dive or roll angle 15° to 45°	C
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		Yes	
15. Directional control with a maintained asymmetric collapse				
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	25 % to 50 % of the symmetric control travel	C
16. Trim speed spin tendency				
Spin occurs	No	A	No	A
17. Low speed spin tendency				
Spin occurs	No	A	Yes	D
18. Recovery from a developed spin				
Spin rotation angle after release	Stops spinning in 180° to 360°	D	Stops spinning in 180° to 360°	D
Cascade occurs	No	A	No	A
19. B-line stall				
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				
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
21. Big ears in accelerated flight				
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				
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				
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

24. Comments of test pilot