



## Flight test report: EN 926-2:2013

Manufacturer	<b>Gradient s.r.o.</b>	Certification number	PG_0949.2015
Address	Plzenska 221/130 150 00 Praha 5 - Motol Czech Republic	Date of flight test	09. 06. 2015
Glider model	<b>Avax XC5 24</b>	<b>Classification</b>	<b>D</b>
Serial number	G44241506010	Representative	None
Trimmer	no	Place of test	Villeneuve
<b>Test pilot</b>		Dupont Philippe	Thurnheer Claude
<b>Harness</b>		Supair - Access S	Niviuk - Hamak M
<b>Harness to risers distance (cm)</b>		41	43
<b>Distance between risers (cm)</b>		40	44
<b>Total weight in flight (kg)</b>		68	85

<b>1. Inflation/Take-off</b>	<b>C</b>			
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
<b>2. Landing</b>	<b>A</b>			
Special landing technique required	No	A	No	A
<b>3. Speed in straight flight</b>	<b>B</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
<b>4. Control movement</b>	<b>C</b>			
<b>Max. weight in flight up to 80 kg</b>				
Symmetric control pressure / travel	Increasing / 40 cm to 55 cm	C	not available	0
<b>Max. weight in flight 80 kg to 100 kg</b>				
Symmetric control pressure / travel	not available	0	Increasing / 45 cm to 60 cm	C
<b>Max. weight in flight greater than 100 kg</b>				
Symmetric control pressure / travel	not available	0	not available	0
<b>5. Pitch stability exiting accelerated flight</b>	<b>A</b>			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
<b>6. Pitch stability operating controls during accelerated flight</b>	<b>A</b>			
Collapse occurs	No	A	No	A
<b>7. Roll stability and damping</b>	<b>A</b>			
Oscillations	Reducing	A	Reducing	A
<b>8. Stability in gentle spirals</b>	<b>A</b>			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
<b>9. Behaviour exiting a fully developed spiral dive</b>	<b>B</b>			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A	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	Spontaneous in less than 3 s	A	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	No	A	Not available	0

**At least 50% chord**

Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	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	No	A	Not available	0

**With accelerator**

Entry	Rocking back less than 45°	A	Rocking back greater than 45°	C
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	D	Yes	D

**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****C****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°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
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	No	A	No	A

**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	90° to 180° / Dive or roll angle 45° to 60°	C
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
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	No	A	Yes	D
<b>Small asymmetric collapse with fully activated accelerator</b>				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
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	No	A	No	A
<b>Large asymmetric collapse with fully activated accelerator</b>				
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 45° to 60°	C
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
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	Yes, no turn reversal	C
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	Yes	D	Yes	D
<b>15. Directional control with a maintained asymmetric collapse</b>				
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
<b>16. Trim speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>17. Low speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>18. Recovery from a developed spin</b>				
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
<b>19. B-line stall</b>				
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	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
Cascade occurs	No	A	No	A
<b>20. Big ears</b>				
Entry procedure	Standard technique	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	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
<b>21. Big ears in accelerated flight</b>				
Entry procedure	Standard technique	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	Spontaneous in less than 3 s	A

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
<b>22. Alternative means of directional control</b>	<b>A</b>			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
<b>23. Any other flight procedure and/or configuration described in the user's manual</b>	<b>0</b>			
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
<b>24. Comments of test pilot</b>	<input type="checkbox"/>			
Comments				