AIR TURQUOISE SA | PARA-TEST.COM

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013+A1:2021* & NfL 2-565-20

			-			
Manufacturer	Skywalk GmbH & Co. KG	Certification number	F	PG_1970.2022		
Address Windeckstr. 4		Flight test		10.05.2022		
	83250 Marquartstein	-				
	Germany		_			
Glider model	X-Alps 5 75+	Classification	C)		
Serial number	XA14REV2 75+	Representative	Ν	lone		
Trimmer	no	Place of test	V	/illeneuve		
Folding lines used	yes					
Test pilot		Philippe Dupont	C	Claude Thurnheer		
Harness		Supair - Altiplume S	V	Voody Valley - Wani M		
Harness to risers di	stance (cm)	44	4	4		
Distance between risers (cm)		40	44			
Total weight in flight (kg)		60		77		
rotai weight in high	it (Kg)	00	1	1		
1. Inflation/Take-off		С				
Rising behaviour		Overshoots, shall be slowed down to avoid a front collapse	С	Overshoots, shall be slowed down to avoid a front collapse	С	
Special take off technique	required	No	А	No	А	
2. Landing	required	A	~		~	
Special landing technique	required	No	А	No	А	
3. Speed in straight fligh		В	,,			
Trim speed more than 30 l		Yes	А	Yes	А	
Speed range using the controls larger than 10 km/h		Yes	А	Yes	А	
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В	
4. Control movement		С				
Max. weight in flight up t	o 80 kg					
Symmetric control pressure / travel		Increasing / 40 cm to 55 cm	С	Increasing / 40 cm to 55 cm	С	
Max. weight in flight 80 k	to 100 kg					
Symmetric control pressur	e / travel	not available	0	not available	0	
Max. weight in flight grea	ater than 100 kg					
Symmetric control pressur	e / travel	not available	0	not available	0	
5. Pitch stability exiting a	-	Α				
Dive forward angle on exit		Dive forward less than 30°		Dive forward less than 30°	A	
Collapse occurs		No	A	No	A	
flight	ng controls during accelerated	A				
Collapse occurs		No	A	No	A	
7. Roll stability and dam	ping	Α				
Oscillations	-	Reducing	Α	Reducing	A	
8. Stability in gentle spira		A				
Tendency to return to strai		Spontaneous exit	A	Spontaneous exit	A	
9. Behaviour exiting a fu		C No immediate reaction	Б	Immediate reduction of rate of turn	Δ	
Initial response of glider (fi	· ·	No immediate reaction	B A		A	
Tendency to return to strai	girtingirt	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	
Turn angle to recover norm	nal flight	1080° to 1440°, spontaneous recovery	С	Less than 720°, spontaneous recovery	A	
10. Symmetric front colla	apse	D				
Approximately 30 % cho	rd					
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А	

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Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° Entering a turn of less than 90°	A	Dive forward 0° to 30° Keeping course	A
Cascade occurs	No	А	No	A
Folding lines used	Yes	D	Yes	D
At least 50% chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	A	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° / Entering a turn of less than 90°	Α	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
Folding lines used	Yes	D	Yes	D
With accelerator				
Entry	Rocking back greater than 45°	С	Rocking back greater than 45°	С
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° / Entering a turn of less than 90°	В	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
Folding lines used	Yes	D	Yes	D
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	C	,,		
Dive forward angle on exit	Dive forward 30° to 60°	в	Dive forward 30° to 60°	В
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Greater than 45°	c	Greater than 45°	c
Line tension	Most lines tight	A	Most lines tight	A
	D	A	Most lines light	A
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°	А	Less than 90° / Dive or roll angle 15° to 45°	А
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
	·		•	
Total change of course	Less than 360°	A A	Less than 360°	A 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	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	Yes	D	Yes	D
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 45° to 60°	С
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	С	Inflates in less than 3 s from start of pilot action	С
Total change of course	Less than 360°	А	Less than 360°	А
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	А	No	А
Cascade occurs	No	A	No	A
Folding lines used	Yes	D	Yes	D
-	-	_	-	_
Small asymmetric collapse with fully activated accelerator				

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Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle	Δ	Less than 90° / Dive or roll angle	А
roll angle	15° to 45°	~	15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	Α	Inflates in less than 3 s from start of pilot action	С
Total change of course	Less than 360°	А	Less than 360°	А
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	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	Yes	D	Yes	D
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 45° to 60°	С
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	С	Inflates in less than 3 s from start of pilot action	С
Total change of course	Less than 360°	А	Less than 360°	А
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	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	Yes	D	Yes	D
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
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	А
16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
17. Low speed spin tendency Spin occurs	A No	А	No	A
		A	No	А
Spin occurs	No	A D	No Stops spinning in 180° to 360°	A D
Spin occurs 18. Recovery from a developed spin	No D			
Spin occurs 18. Recovery from a developed spin Spin rotation angle after release	No D Stops spinning in 180° to 360°	D	Stops spinning in 180° to 360°	D
Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs	No D Stops spinning in 180° to 360° No	D A	Stops spinning in 180° to 360°	D
Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall	No D Stops spinning in 180° to 360° No O	D A	Stops spinning in 180° to 360° No	D A
Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release	No D Stops spinning in 180° to 360° No 0 not available	D A 0	Stops spinning in 180° to 360° No not available	D A 0
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Procedure suitable for novice pilots	not available	0 not available	0
Cascade occurs	not available	0 not available	0
24. Comments of test pilot			

Big ears with B3

Big ears with B3