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



decreasing, rate of turn decreasing)

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

Manufacturer ADVANCE Thun AG		Certification number		PG_1195.2017	
Address	Uttigenstrasse 87 3600 Thun Switzerland	Date of flight test		20. 06. 2017	
Glider model	PiBi 37	Classification		В	
Serial number	71959	Representative		None	
Trimmer	yes: opened	Place of test		Villeneuve	
Folding lines used	no				
Test pilot		Zoller Alain		Thurnheer Claude	
Harness		Gin Gliders - Gingo 2 L		Advance - Bi pro 2	
Harness to risers d	istance (cm)	43		44.5	
Distance between r	, ,	46		55	
Total weight in fligh	` '	100		180	
1. Inflation/Take-off		A			
Rising behaviour		Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique	required	No	Α	No	Α
2. Landing		Α			
Special landing technique		No	Α	No	Α
3. Speed in straight fligh		В			
Trim speed more than 30		Yes	Α	Yes	Α
Speed range using the co	ntrols larger than 10 km/h	Yes	Α	Yes	A
Minimum speed		Less than 25 km/h	Α	25 km/h to 30 km/h	В
4. Control movement		Α			
Max. weight in flight up	to 80 kg				
Symmetric control pressur	re / travel	not available	0	not available	0
Max. weight in flight 80	kg to 100 kg				
Symmetric control pressur	re / travel	Increasing / greater than 60 cm	Α	not available	0
Max. weight in flight gre	ater than 100 kg				
Symmetric control pressur	-	not available	0	Increasing / greater than 65 cm	Α
5. Pitch stability exiting	accelerated flight	0			
Dive forward angle on exit	t	not available	0	not available	0
Collapse occurs		not available	0	not available	0
6. Pitch stability operation	ng controls during accelerated	0			
Collapse occurs		not available	0	not available	0
7. Roll stability and dam	ping	A			
Oscillations		Reducing	Α	Reducing	Α
8. Stability in gentle spir		A			
Tendency to return to stra		Spontaneous exit	Α	Spontaneous exit	Α
	Illy developed spiral dive	B Na imma diata magatian	_		_
Initial response of glider (f		No immediate reaction Spontaneous exit (g force	В	Immediate reduction of rate of turn	A
rendency to return to stra	Tendency to return to straight flight		Α	Spontaneous exit (g force	Α

decreasing, rate of turn decreasing)

Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse	A			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	Α	Dive forward 0° to 30° Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
At least 50% chord				
	Packing back loss than 45°	Α	Booking book loss than 45°	Α
Entry	Rocking back less than 45°		Rocking back less than 45°	
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° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
With accelerator				
Entry	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A	••		, ,
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	В			, ,
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 30° to 60°	В
Collapse	No collapse	Α	No collapse	A
Cascade occurs (other than collapses)	No	Α	No	Α
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 accommetric colleges				
Small asymmetric collapse Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle	Α	Less than 90° / Dive or roll angle	Α
roll angle	0° to 15°		15° to 45°	
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
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		No	
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		No	
Small asymmetric collapse with fully activated accelerator		_		•
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
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
16. Trim speed spin tendency	A			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	Α			
Change of course before release	not available	0	Changing course less than 45°	Α
Behaviour before release	not available	0	Remains stable with straight span	Α
Recovery	not available	0	Spontaneous in less than 3 s	Α
Dive forward angle on exit	not available	0	Dive forward 0° to 30°	A
Cascade occurs	not available	0	No	Α
20. Big ears	A		De diseased assessed	
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s Dive forward 0° to 30°	A	Spontaneous in less than 3 s Dive forward 0° to 30°	A
Dive forward angle on exit	0	Α	Dive lorward 0 to 50	Α
21. Big ears in accelerated flight	not available	0	not available	0
Entry procedure Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while	not available	0	not available	0
maintaining big ears	not available	J	not aranabio	J

22. Alternative means of directional control	Α		
180° turn achievable in 20 s	Yes	A Yes	Α
Stall or spin occurs	No	A No	Α
23. Any other flight procedure and/or configuration described in the user's manual	0		
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

Comments

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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Address Uttigenstrasse 87 3600 Thun Switzerland Glider model PIBI 37 Classification B Representative None 71959 Representation None 71959 Represent	Manufacturer	ADVANCE Thun AG	Certification number		PG_1195.2017	
Serial number		Uttigenstrasse 87 3600 Thun			-	
Trimmer	Glider model	PiBi 37	Classification		В	
Trimmer	Serial number	71959	Representative		None	
Folding lines used no Test pilot	Trimmer	ves: closed	·		Villeneuve	
Harness to risers distance (cm) 43 44.5 Distance between risers (cm) 46 55 Total weight in flight (kg) 100 180 180 1. Inflation/Take-off Rising behaviour 8 8 8 180 180 180 180 180 180 180 180 1		•				
Harness to risers distance (cm) 43 46 55 Total weight in flight (kg) 100 180 1. Inflation/Take-off ARIsing behaviour Smooth, easy and constant rising A Nooth, easy and constant rising A Nooth easy and constant rising A Nooth, easy and constant rising A Nooth easy and constant rising A Nooth, easy and constant rising A Nooth, easy and constant rising A Nooth east and easy and constant rising A Nooth east easy and constant rising A Nooth east easy and constant rising A Nooth east easy and constant rising A Nooth	Test pilot		Zoller Alain		Thurnheer Claude	
Distance between risers (cm) 46 55 Total weight in flight (kg) 100 180 Inflation/Take-off	Harness		Gin Gliders - Gingo 2 L		Advance - Bi pro 2	
Distance between risers (cm) 46 55 Total weight in flight (kg) 100 180 Inflation/Take-off	Harness to risers dis	stance (cm)	43		44.5	
Total weight in flight (kg) 100 180 180	Distance between ris	sers (cm)	46		55	
Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising A Special take off technique required No A No A No A No A Special landing technique required No A No A No A Special landing technique required No A No A No A Special landing technique required No A No A No A Special landing technique required No A No A No A Special landing technique required No A No A No A Special landing technique required No A No A No A Special landing technique required No A Special landing technique required No A No A No A Special landing technique required No A No A No A Special landing technique required No A Special landing technique required No A Yes A Yes A Special range than 30 km/h Yes A Yes A Yes A Special range than 10 km/h Yes A Yes A Yes A Special range than 10 km/h Yes A Special range than 25 km/h A Special range than 25 km/h b A No available O not avail		, ,	100			
Special take off technique required A 2. Landing A Special landing technique required No A Special landing technique required No A Special landing technique required No A Special instraight flight B Trim speed more than 30 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Minimum speed Less than 25 km/h A Speed range using the controls larger than 10 km/h Yes A Minimum speed Less than 25 km/h A Speed range using the controls larger than 10 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Speed range using the control sarger than 10 km/h Yes A Speed range using the control sarger than 10 km/h Yes A Symmetric control pressure / travel not available 0 not available 0 Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Spendar in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 65 cm A Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 Spendar angle on exit not available 0 not available 0 not available 0 Spendar angle on exit not available 0 not available 0 not available 0 Spendar angle on exit not available 0 not available 0 not available 0 not	1. Inflation/Take-off		A			
Special take off technique required A 2. Landing A Special landing technique required No A Special landing technique required No A Special landing technique required No A Special instraight flight B Trim speed more than 30 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Speed range using the controls larger than 10 km/h Yes A Milnimum speed Less than 25 km/h A Control movement A 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 greater than 100 kg Symmetric control pressure / travel not available 0 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 0 Dive forward angle on exit not available 0 not available 0 Collapse occurs not available 0 not available 0 6. Pitch stability operating controls during accelerated flight 0 Collapse occurs not available 0 not available 0 6. Pitch stability operating controls during accelerated flight 0 Collapse occurs not available 0 not available 0 6. Pitch stability operating controls during accelerated flight 0 Collapse occurs not available 0 not available 0 6. Pitch stability operating controls during accelerated Reducing A 6. Reducing A 7. Roll stability and damping A 8. Stability in gentle spirals A 8. Stability in gentle spirals A 9. Behaviour exiting a fully developed spiral dive B Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A				Α	Smooth, easy and constant rising	Α
Special landing technique required No A No No A Second Second A Second A Second Second A Second Second Second Second Second		required				
3. Speed in straight flight Trim speed more than 30 km/h Yes A Yes A Yes A Mesed range using the controls larger than 10 km/h Yes A Yes A Yes A Mesed range using the controls larger than 10 km/h Yes A Yes A Yes A Yes A Mesed range using the controls larger than 10 km/h Yes A Zes 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 O not available O not available O Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel Increasing / greater than 60 cm A not available O Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 60 cm A not available O Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / greater than 60 cm A not available O Increasing / greater than 65 cm A 5. Pitch stability exiting accelerated flight O Collapse occurs In ot available O not available O not available O 6. Pitch stability operating controls during accelerated flight Collapse occurs In ot available O 7. Roll stability and damping A Oscillations Reducing A Reducing A Reducing A Spontaneous exit A Spontaneous exit A Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A	2. Landing		A			
Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Yes A 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 o not available o not available o not available o lincreasing / greater than 60 cm A not available o lincreasing / greater than 60 cm A not available o lincreasing / greater than 60 cm A not available o lincreasing / greater than 65 cm A Symmetric control pressure / travel not available o lincreasing / greater than 65 cm A socialable o lincreasing / greater than 65 cm A socialable o lincreasing / greater than 65 cm A socialable o not available o socialatity operating controls during accelerated flight Ocollapse occurs not available o socialatity and damping A Reducing A Reducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing A Senducing	Special landing technique	required	No	Α	No	Α
Speed range using the controls larger than 10 km/h 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 not available 0 not available 0 mot available 0 lincreasing / greater than 60 cm A not available 0 lincreasing / greater than 60 cm A not available 0 lincreasing / greater than 65 cm A not available 0 lincreasing / greater than 65 cm A not available 0 lincreasing / greater than 65 cm A not available 0 lincreasing / greater than 65 cm A not available 0 not a	3. Speed in straight flight	l .	В			
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 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 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 0 Dive forward angle on exit not available 0	Trim speed more than 30 k	m/h	Yes	Α	Yes	Α
A. Control movement Max. weight in flight up to 80 kg Symmetric control pressure / travel not available o	Speed range using the con	trols larger than 10 km/h	Yes	Α	Yes	Α
Symmetric control pressure / travel not available 0 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 0 Dive forward angle on exit not available 0 not available 0 not available 0 6. Pitch stability operating controls during accelerated flight 0 Collapse occurs not available 0 not available 0 not available 0 6. Pitch stability operating controls during accelerated flight 0 7. Roll stability and damping A Scillations Reducing A 8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A	Minimum speed		Less than 25 km/h	Α	25 km/h to 30 km/h	В
Symmetric control pressure / travel not available 0 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 0 Dive forward angle on exit not available 0 not available 0 not available 0 not available 0 6. Pitch stability operating controls during accelerated flight 0 Collapse occurs not available 0 not available 0 not available 0 7. Roll stability and damping A Oscillations Reducing A 8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A	4. Control movement		Α			
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Symmetric control pressure / travel Increasing / greater than 60 cm A not available 0	Symmetric control pressure	e / travel	not available	0	not available	0
Symmetric control pressure / travel Increasing / greater than 60 cm A not available 0	Max. weight in flight 80 k	g to 100 kg				
Symmetric control pressure / travel not available 0 Increasing / greater than 65 cm A 5. Pitch stability exiting accelerated flight 0 Dive forward angle on exit not available 0 not available 0 not available 0 not available 0 Collapse occurs not available 0 not available 0 not available 0 6. Pitch stability operating controls during accelerated flight Collapse occurs not available 0 not available 0 not available 0 7. Roll stability and damping A Oscillations Reducing A 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 Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A			Increasing / greater than 60 cm	Α	not available	0
5. Pitch stability exiting accelerated flight Dive forward angle on exit not available not available 0 not available 0 not available 0 6. Pitch stability operating controls during accelerated flight Collapse occurs not available 0 not available 0 not available 0 7. Roll stability and damping A Oscillations Reducing A 8. Stability in gentle spirals Tendency to return to straight flight Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A						
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Collapse occurs 6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations Reducing A Reducing A Reducing A Stability in gentle spirals Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) No immediate reaction D not available O not available O not available A Reducing A Reducing A Reducing A Spontaneous exit A Spontaneous exit A		ccelerated flight	0			
6. Pitch stability operating controls during accelerated flight Collapse occurs not available 0 not available A Reducing A Reducing A Sepontaneous exit A Spontaneous exit A Spontaneous exit A Spontaneous exit A Sepontaneous exit				0		0
Collapse occurs not available 0 not available 0 7. Roll stability and damping A Oscillations Reducing A 8. Stability in gentle spirals Tendency to return to straight flight Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A				0	not available	0
7. Roll stability and damping A Oscillations Reducing A Reducing A Reducing A 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 B Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A		g controls during accelerated	0			
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 B Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A			not available	0	not available	0
8. Stability in gentle spirals Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A	•	ping				
Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A				Α	Reducing	Α
9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A						
Initial response of glider (first 180°) No immediate reaction B Immediate reduction of rate of turn A			•	Α	Spontaneous exit	А
				D	Immediate reduction of sets of the	۸
Tendency to return to straight hight Spontaneous exit (g force A Spontaneous exit (g force A						
decreasing, rate of turn decreasing, rate of turn decreasing) decreasing)	rendency to return to straig	ynt myfft	decreasing, rate of turn	A		A

Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse	A			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	Α	Dive forward 0° to 30° Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
At least 50% chord				
	Packing back loss than 45°	Α	Packing back loss than 45°	Α
Entry	Rocking back less than 45°		Rocking back less than 45°	
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° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
With accelerator				
Entry	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 30° to 60°	В
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α
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		No	
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	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		No	
Small asymmetric collapse with fully activated accelerator		_		•
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
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
16. Trim speed spin tendency	A			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	Α			
Change of course before release	not available	0	Changing course less than 45°	Α
Behaviour before release	not available	0	Remains stable with straight span	Α
Recovery	not available	0	Spontaneous in less than 3 s	Α
Dive forward angle on exit	not available	0	Dive forward 0° to 30°	A
Cascade occurs	not available	0	No	Α
20. Big ears	A		De diseased assessed	
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s Dive forward 0° to 30°	A	Spontaneous in less than 3 s Dive forward 0° to 30°	A
Dive forward angle on exit	0	Α	Dive lorward 0 to 50	Α
21. Big ears in accelerated flight	not available	0	not available	0
Entry procedure Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while	not available	0	not available	0
maintaining big ears	not available	J	not aranabio	J

22. Alternative means of directional co	ntrol A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
23. Any other flight procedure and/or odescribed in the user's manual	configuration 0			
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

Comments