

AIR TURQUOISE SA certified by

Flight test report: EN



Manufacturer	Aircross / Kontest GmbH	Certification number	PG_0480.2011
Address	Gut Grauhof 1 38644 Goslar Germany	Date of flight test	20. 09. 2011
Representative	None	Place of test	Villeneuve
Glider model	U-Sport Evo L	Classification	D

Test pilot Harness Gin - Gingo II M Sup' Air - Evo XC L Total weight in flight (kg) 100 115 1. Inflation/Take-off C C Rising behaviour Air - Evo XC L 115 1. Inflation/Take-off C C C Voershoots, shall be slowed down to avoid a front collapse down to avoid a front collapse Special take off technique required No A No A No A No A Special inflating technique required No A No A No A No A Special inding technique required No A No A No A Special instraight flight B Time speed more than 30 km/h Yes A Yes A Speed range using the controls larger than 10 km/h Yes A Yes A Speed range using the controls larger than 10 km/h Yes A Yes A Yes A Speed range using the controls larger than 10 km/h Yes A Yes A Yes A Minimum speed A Control overwent C C Wax. weight in flight up to 80 kg Symmetric control pressure / travel No A Vasilable No No A No No No A No	Trimmer no				
Name					
Name	Test pilot	Thurnheer Claude		Zoller Alain	
	•				
1. Inflation/Take-off C Rishing behaviour Overshoots, shall be slowed down to avoid a front collapse down to avoid a front collapse C Overshoots, shall be slowed down to avoid a front collapse A Special lake off technique required No A No A Special landing technique required No A No A 3. Special Instraight flight B Trim sped more than 30 km/h Yes A Yes A Special along using the controls larger than 10 km/h Yes A Yes A Minimum speed 25 km/h to 30 km/h B 25 km/h to 30 km/h B 4. Control movement C C C C Max. weight in flight up to 80 kg Travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 No A Max. weight in flight greater than 100 kg Travel Increasing / 50 cm to 65 cm C Increasing / 50 cm to 65 cm C Increasing / 50 cm to 65 cm C Symmetric control pressure / travel Increasing / 50 cm to 65 cm A No </td <td></td> <td>•</td> <td></td> <td>•</td> <td></td>		•		•	
Rising behaviour				115	
Special take off technique required No No A No No A			C	Overshoots, shall be slowed down	C
2. Landing A Special landing technique required No A No A Special instraight flight B B Time 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 25 km/h to 30 km/h B 25 km/h to 30 km/h B 25 km/h to 30 km/h B 4. Control movement C C C C C C Max. weight in flight up to 80 kg C C C Max. weight in flight by to 80 kg C C C D A C C Max. weight in flight by to 80 kg C D O not available 0 not available 0 not available 0 O not available 0 0 not available 0 0 not available 0 0 <	rising benaviour		C		C
Special landing technique required No A No A 3. Speed in straight flight B X Yes A 7 Speed range using the controls larger than 10 km/h Yes A Yes A A Minimum speed 25 km/h to 30 km/h B 25 km/h to 30 km/h B 4. Control movement C C C Max. weight in flight up 60 kg Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel Increasing / 50 cm to 65 cm C Increasing	Special take off technique required	No	Α	No	Α
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 25 km/h to 30 km/h B 25 km/h to 30 km/h B 4. Control movement C Symmetric control pressure / travel not available 0 not available on available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 not available 0 Max. weight in flight 80 kg to 100 kg Increasing / 50 cm to 65 cm 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Max. weight in flight greater than 100 kg Increasing / 50 cm to 65 cm 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Max. weight in flight geater than 100 kg Volve forward less than 30° A No not available 0 Symmetric control pressure / travel A No A No no available A Dive for	2. Landing	Α			
Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Yes A Yes A Minimum speed 25 km/h to 30 km/h B 26 km/h to 30 km/h B 27 km/h to 30 km/h B 28 km/h to 30 km/h B 28 km/h to 30 km/h B 29 km/h to 30 km/h B 20 km/h	Special landing technique required	No	Α	No	Α
Speed range using the controls larger than 10 km/h	3. Speed in straight flight	В			
Minimum speed 25 km/h to 30 km/h B 25 km/h to 30 km/h B 4. Control movement C Max. weight in flight up to 80 kg Symmetric control pressure / travel Not available Not avai	Trim speed more than 30 km/h	Yes	Α	Yes	Α
A. Control movement Max. weight in flight up to 80 kg Symmetric control pressure / travel not available not available o	Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Max. weight in flight up to 80 kg Symmetric control pressure / travel not available 0 not ava	Minimum speed	25 km/h to 30 km/h	В	25 km/h to 30 km/h	В
Symmetric control pressure / travel not available not available 0 not availabl	4. Control movement	С			
Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available of weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / 50 cm to 65 cm C Increasing / 50 cm to 65 cm C 5. Pitch stability exiting accelerated flight A Collapse occurs No A No A No A 6. Pitch stability operating controls during accelerated flight A Collapse occurs No A No A No A 6. Pitch stability and damping A Collapse occurs No A 8. Stability in gentle spirals A Tendency to return to straight flight Spirals High to urns a steeply banked turn B Sink rate after two turns B Sink rate after two turns A Recovery through pilot action in less than a further 3 s Dive forward angle on exit / Change of course P Dive forward angle on exit / Change of course P No A No A No A Dive forward less than 30° A Dive forward less than 30° A No No A Reducing A Spontaneous exit	Max. weight in flight up to 80 kg				
Symmetric control pressure / travel not available 0 not availa	Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight greater than 100 kg Symmetric control pressure / travel Increasing / 50 cm to 65 cm C Increasing / 50 cm to 65 cm C C 5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° A No A N	Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel Increasing / 50 cm to 65 cm C Increasing / 50 cm to 65 cm C S. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A No A Collapse occurs No A 6. Pitch stability operating controls during accelerated flight A Collapse occurs No A No A A No No A A Collapse occurs No A Collapse occurs No A Collapse occurs No A Seducing A Seducing A Reducing A Seducing A Seducing A Seducing A Reducing A Sepontaneous exit A Collapse occurs A No A Collapse occurs A No A Collapse occurs A No Collapse A Collapse occurs A A Collapse occurs A No Collapse A Collapse occurs A No Collapse A Collapse Occurs A A Collapse occurs A No Collapse A Collapse Occurs A A Collapse Occurs A No Collapse A Collapse Occurs A Collapse Occurs A No Collapse A Collapse Occurs A Co	•	not available	0	not available	0
5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A No A N					
Dive forward angle on exit Collapse occurs No No A No No A No A No A No A No A Reducing A Seability in gentle spirals Reducing to return to straight flight Bink rate after two turns And the stability out turns Collapse Recovery Recovery Recovery Recovery Recovery Dive forward less than 30° A No A No A No No A No A No A No A No A Reducing A Reducing A Spontaneous exit A Sponta		Increasing / 50 cm to 65 cm	С	Increasing / 50 cm to 65 cm	С
Collapse occurs No No No No No No No No No N					
6. Pitch stability operating controls during accelerated flight Collapse occurs No No A No A No A 7. Roll stability and damping A Coscillations Reducing A Reducing A 8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A Spontaneous exit A 9. Behaviour in a steeply banked turn B Sink rate after two turns More than 14 m/s B 10. Symmetric front collapse D Entry Recovery Recovery through pilot action in less than a further 3 s Dive forward angle on exit / Change of course Dive forward 30° to 60° / Entering a turn of less than 90° Cascade occurs No No A No No No No A No No		Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs No A No A No A No A No A Reducing A Reducing A Reducing A Reducing A Satability in gentle spirals A Spontaneous exit A Spontaneous	•		Α	No	Α
7. Roll stability and damping Reducing Reducing A Reducing		Α			
Oscillations Reducing A Reducing A 8. Stability in gentle spirals A A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour in a steeply banked turn B More than 14 m/s B More than 14 m/s B 10. Symmetric front collapse D D C Rocking back greater than 45° C Rocking back greater than 45° C Recovery through pilot action in less than a further 3 s D 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 0° to 30° / Entering a turn of less than 90° Dive forward 0° to 180° A No A Cascade occurs No A No A No A With accelerator A No A No A	Collapse occurs	No	Α	No	Α
8. Stability in gentle spirals Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour in a steeply banked turn B Sink rate after two turns More than 14 m/s B 10. Symmetric front collapse D Entry Recovery Recovery through pilot action in less than a further 3 s Dive forward angle on exit / Change of course Dive forward 30° to 60° / Entering a turn of less than 90° Cascade occurs No A Spontaneous exit A Spontaneou	7. Roll stability and damping	Α			
Tendency to return to straight flight Spontaneous exit A Spontaneous exit B Dive forward of the function in less than 14 m/s C Rocking back greater than 45° C Rocking ba	Oscillations	Reducing	Α	Reducing	Α
9. Behaviour in a steeply banked turn Sink rate after two turns More than 14 m/s B 10. Symmetric front collapse D Entry Rocking back greater than 45° C Recovery Recovery through pilot action in less than a further 3 s Dive forward angle on exit / Change of course Dive forward 30° to 60° / Entering a turn of less than 90° Cascade occurs No More than 14 m/s B More than 14 m/s B More than 14 m/s B Dive forward 10° to 30° / Entering a turn of less than 90° A No A No A	8. Stability in gentle spirals	Α			
Sink rate after two turns More than 14 m/s B More than 14 m/s C Rocking back greater than 45° C Rocking b	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Entry Rocking back greater than 45° C Rocking back greater than 45° C Recovery through pilot action in less than a further 3 s Dive forward angle on exit / Change of course Dive forward 30° to 60° / Entering a turn of less than 90° Cascade occurs No A No A With accelerator	9. Behaviour in a steeply banked turn	В			
Entry Recovery Recovery through pilot action in less than a further 3 s Dive forward angle on exit / Change of course Dive forward 30° to 60° / Entering a turn of less than 90° Cascade occurs No Recovery through pilot action in less than a further 3 s Dive forward 30° to 60° / Entering a turn of less than 90° A No A With accelerator		More than 14 m/s	В	More than 14 m/s	В
Recovery through pilot action in less than a further 3 s Dive forward angle on exit / Change of course Dive forward 30° to 60° / Entering a turn of less than 90° Cascade occurs No A No A Recovery through pilot action in less than a further 3 s Dive forward 30° to 60° / Entering a turn of less than 90° A No A With accelerator	10. Symmetric front collapse	D			
less than a further 3 s Dive forward angle on exit / Change of course Dive forward 30° to 60° / Entering a turn of less than 90° Cascade occurs No A No A With accelerator	•	• •	С	• •	
Entering a turn of less than 90° turn of 90° to 180° Cascade occurs No A No A With accelerator	Recovery	, , ,	D	, , ,	D
With accelerator	Dive forward angle on exit / Change of course		В		С
	Cascade occurs	No	Α	No	Α
Entry Rocking back greater than 45° C Rocking back greater than 45° C	With accelerator				
	Entry	Rocking back greater than 45°	С	Rocking back greater than 45°	С

Dive forward angle on ext / Change of course	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
Time stating deep stating face part and part a	Dive forward angle on exit / Change of course	Dive forward 30° to 60° /	В	Dive forward 0° to 30° / Entering a	С
Deep stall achteved	Cascade occurs	•	Α		Α
Recovery Dive forward angle on exit Dive forward 0 to 30° A Dive forward 4. Dive forward 30°	11. Exiting deep stall (parachutal stall)	A			
Dive forward angle on exit	Deep stall achieved	Yes	Α	Yes	Α
Change of course Changing course less than 45" A Changing course less than 45" A Cascade occurs A No No	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs No A No A 12. High angle of attack recovery Spontlaneous in less than 3 s. A No collapse A No Collapse A No collapse B Dive forward 30° to 80° s. B No collapse B No collapse B No collapse A No Collapse (No Collapse (No Collapse) A No Collapse (No Collapse)<	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
12. High angle of attack recovery	Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Recovery	Cascade occurs	No	Α	No	Α
Cascade occurs No	12. High angle of attack recovery	A			
13. Recovery from a developed full stall Dive forward 30" to 60" B Dive forward 30" to 60" B Collapse No collapse No collapse A No collapse A Rocking back Greater than 45" C Greater than 45" C Greater than 45" C A Most lines tight	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Cascade occurs	No	Α	No	Α
Collapse	13. Recovery from a developed full stall	С			
Cascade occurs (other than collapses) No Greater than 45° C Greater than 45° C Greater than 45° C Greater than 45° C C Greater than 45° C C Most lines tight C C Most lines than 90° / Dive or roll angle in 15° to 45° C 15° to 45	Dive forward angle on exit	Dive forward 30° to 60°	В	Dive forward 30° to 60°	В
Rocking back	Collapse	No collapse	Α	No collapse	Α
Line tension Most lines tight A Most lines tight A 14. Asymmetric collapse C With 50% collapse C Change of course until re-inflation / Maximum dive forward or roll angle in 15° to 45° Less than 90° / Dive or roll angle in 15° to 45° A Less than 360° A Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A Collapse on the opposite side occurs No A No A Twist occurs No A No A Cascade occurs No A No A Twist occurs No A No A Change of course until re-inflation / Maximum dive forward or roll angle 45° 60° C 90° to 180° / Dive or roll angle 45° to 60° C Re-inflation behaviour Less than 360° A A Spontaneous re-inflation A Total change of course Less than 360° A No A No A Collapse on the opposite side occurs Yes, no turn reversal C No A No	Cascade occurs (other than collapses)	No	Α	No	Α
14. Asymmetric collapse C With 50% collapse Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 15° to 45° A Spontaneous re-inflation 15° to 45° A Less than 360° A Spontaneous re-inflation 15° to 45° A Spontaneous re-inflation 15° to 45° A No A RO <	Rocking back	Greater than 45°	С	Greater than 45°	С
With 50% collapse Change of course until re-inflation / Maximum dive forward roll angle of course until re-inflation / Maximum dive forward roll angle of course until re-inflation / Maximum dive forward roll angle of course Less than 90° / Dive or roll angle 15° to 45° A Less than 30° / Dive or roll angle 15° to 45° A Re-inflation behaviour A Spontaneous re-inflation A Spontaneous re-inflation A Spontaneous re-inflation A No A Resident 360°	Line tension	Most lines tight	Α	Most lines tight	Α
Change of course until re-inflation / Maximum dive forward or foll angle in 15" to 45" to 4	14. Asymmetric collapse			•	
Re-inflation behaviour	With 50% collapse				
Total change of course Less than 360° A Less than 360° A Collapse on the opposite side occurs A Twist occurs No A No A Cascade occurs No A No A Change of course until re-inflation / Maximum dive forward or loll angle of langle of course 90° to 180° / Dive or roll angle 45° to 60° C 90° to 180° / Dive or roll angle 45° to 60° C Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A Spontaneous re-inflation A Total change of course Less than 360° A Less than 360° A No A Collapse on the opposite side occurs No A No A No A Twist occurs No A No A No A Cascade occurs No A No A No A Change of course until re-inflation / Maximum dive forward or loll angle afse to course until re-inflation / Maximum dive forward or loll angle afse to 8° A Inflates in less than 360° A Less than 360°			Α		Α
Collapse on the opposite side occurs No A No A Twist occurs No A No A Cascade occurs No A No A With 75% collapse V V Vo Vol 180° / Dive or roll angle and socres until re-inflation / Maximum dive forward or roll angle angle angle angle and socres Spontaneous re-inflation A Spontaneous re-inflation on the opposite side occurs A Less than 360° A Less than 360° A Less than 360° A Less than 360° A Collapse on the opposite side occurs A No A No A Collapse and accelerator A No A No A No A A Less than 360° A Less than 360° A Less than 360° A No A No A Collapse and accelerator A Less than 360° A No A No A No	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Twist occurs No A No A Cascade occurs No A No No A With 75% collapse Change of course until re-inflation / Maximum dive forward or roll angle 45° to 60° 90° to 180° / Dive or roll angle 45° to 60° C 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 Yes, no turn reversal C No No A Collapse on the opposite side occurs No A No No A Cascade occurs No No A No No A Cascade occurs Less than 90° / Dive or roll angle 15° to 45° C No No A Less than 90° / Dive or roll angle 45° to 60° Re-inflation behaviour C No Less than 90° / Dive or roll angle 45° to 60° Re-inflation behaviour A Less than 360° A No A	Total change of course	Less than 360°	Α	Less than 360°	Α
Cascade occurs No A No A With 75% collapse Change of course until re-inflation / Maximum dive forward or ill angle of course 90° to 180° / Dive or roll angle 45° to 60° C 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 Yes, no turn reversal C No A No A Cascade occurs No A No A No A Cascade occurs No A No A No A With 50% collapse and accelerator Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 45° to 60° C Re-inflation behaviour Spontaneous re-inflation A Inflates in less than 3 s from start of 20° langle 45° to 60° C Total change of course Less than 360° A Less than 360° A Collapse on the opposite side occurs No A No A With 75% collapse and accelerator C 90° to 180° / Dive or roll angle 45° to 60° A Change of course until re-inflation / Maximum dive forward or 70	Collapse on the opposite side occurs	No	Α	No	Α
With 75% collapse Change of course until re-inflation / Maximum dive forward or loll angle 90° to 180° / Dive or roll angle and 45° to 60° C 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 A No A Twist occurs No A No A Cascade occurs No A No A With 50% collapse and accelerator Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 45° to 60° C Re-inflation behaviour Spontaneous re-inflation A Inflates in less than 3 s from start of 20° langle 45° to 60° C Re-inflation behaviour Less than 360° A Less than 360° A Total change of course Less than 360° A Less than 360° A Collapse on the opposite side occurs No A No No A	Twist occurs	No	Α	No	Α
Change of course until re-inflation / Maximum dive forward or roll angle 45° to 60° to	Cascade occurs	No	Α	No	Α
roll angle 45° to 60° to 60° Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A Spontaneous re-inflation Total change of course Less than 360° A Less than 360° A Collapse on the opposite side occurs A No Twist occurs No A No No A No Cascade occurs No A No A With 50% collapse and accelerator Less than 90° / Dive or roll angle of course until re-inflation / Maximum dive forward or roll angle of large of course until re-inflation / Maximum dive forward or roll angle of large of course until re-inflation behaviour Less than 90° / Dive or roll angle 45° to 60° A Less than 90° / Dive or roll angle 45° to 60° A Inflates in less than 3 s from start of pilot action Collapse on the opposite side occurs No A No A No A Ro A No A Ro	With 75% collapse				
Total change of course Less than 360° Yes, no turn reversal Collapse on the opposite side occurs Yes, no turn reversal No No A			С		С
Collapse on the opposite side occurs No	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Twist occurs No No A No No A No No No A No	Total change of course	Less than 360°	Α	Less than 360°	Α
Cascade occurs No No A No	Collapse on the opposite side occurs	Yes, no turn reversal	С	No	Α
With 50% collapse and accelerator Change of course until re-inflation / Maximum dive forward or roll angle Less than 90° / Dive or roll angle 45° to 60° A Less than 90° / Dive or roll angle 45° to 60° C Re-inflation behaviour Spontaneous re-inflation A 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 A No A Twist occurs No A No A Cascade occurs No A No A With 75% collapse and accelerator V V A No A Change of course until re-inflation / Maximum dive forward or roll angle 45° to 60° 90° to 180° / Dive or roll angle 45° to 60° C 90° to 180° / Dive or roll angle 45° to 60° C Re-inflation behaviour Spontaneous re-inflation A No A Total change of course Less than 360° A Less than 360° A Collapse on the opposite side occurs Yes, no turn reversal C Yes, no turn reversal C Twist occurs No A No No A Cascade occurs <	Twist occurs	No	Α	No	Α
Change of course until re-inflation / Maximum dive forward or roll angle Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 45° to 60° C Re-inflation behaviour Spontaneous re-inflation A 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 A No A Twist occurs No A No A Cascade occurs No A No A With 75% collapse and accelerator C Volume or roll angle 45° to 60° C 90° to 180° / Dive or roll angle 45° to 60° C Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A Re-inflation behaviour Spontaneous re-inflation A Less than 360° A Re-inflation behaviour Spontaneous re-inflation A Less than 360° A Collapse on the opposite side occurs Yes, no turn reversal C Yes, no turn reversal C Twist occurs No A No A Cascade occ	Cascade occurs	No	Α	No	Α
roll angle Re-inflation behaviour Spontaneous re-inflation A Inflates in less than 3 s from start of pilot action Total change of course Less than 360° A Less than 360° A Less than 360° A Less than 360° A Collapse on the opposite side occurs No No A No A No Cascade occurs No No A N	With 50% collapse and accelerator				
Total change of course Less than 360° A Less than 360° A Less than 360° A Collapse on the opposite side occurs No No No A No Cascade occurs No No A No A No A With 75% collapse and accelerator Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour Total change of course Less than 360° A Spontaneous re-inflation A Spontaneous re-inflation A Spontaneous re-inflation A Collapse on the opposite side occurs Yes, no turn reversal C Yes, no turn reversal C Yes, no turn reversal C Twist occurs No A			Α		С
Collapse on the opposite side occurs No No No A No A No Cascade occurs No No A No A No A No A With 75% collapse and accelerator Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour Spontaneous re-inflation A Total change of course Less than 360° A Collapse on the opposite side occurs Yes, no turn reversal C Twist occurs No A Cascade occurs No A Cascade occurs No A Cascade occurs No A Cascade occurs No A No	Re-inflation behaviour	Spontaneous re-inflation	Α		С
Twist occurs No Cascade occurs No No A No A No A No A No A With 75% collapse and accelerator Change of course until re-inflation / Maximum dive forward or roll angle A5° to 60° Re-inflation behaviour Spontaneous re-inflation A Total change of course Less than 360° A Collapse on the opposite side occurs Yes, no turn reversal C Twist occurs No A Cascade occurs No A Cascade occurs A 15. Directional control with a maintained asymmetric collapse A A Yes A Yes A Yes A No A No A Yes A	Total change of course	Less than 360°	Α	Less than 360°	Α
Cascade occurs With 75% collapse and accelerator Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Yes, no turn reversal No No A No A No A No A Spontaneous re-inflation A Less than 360° A Less than 360° A Collapse on the opposite side occurs No No A No A Cascade occurs No No A No A No A A A A A A A A A A A A A	Collapse on the opposite side occurs	No	Α	No	Α
With 75% collapse and accelerator Change of course until re-inflation / Maximum dive forward or roll angle afs to 60° Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A Collapse on the opposite side occurs Yes, no turn reversal C Yes, no turn reversal C Yes, no turn reversal C A No	Twist occurs	No	Α	No	Α
Change of course until re-inflation / Maximum dive forward or roll angle angle 45° to 60° Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A Spontaneous re-inflation A Collapse on the opposite side occurs Yes, no turn reversal C Yes, no turn reversal C Twist occurs No A No A No A Cascade occurs 15. Directional control with a maintained asymmetric collapse A Yes A Yes A Yes A	Cascade occurs	No	Α	No	Α
roll angle 45° to 60° to 60° 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 Yes, no turn reversal C Yes, no turn reversal C Twist occurs No A No A Cascade occurs No A No A Cascade occurs A No A No A 15. Directional control with a maintained asymmetric collapse Able to keep course Yes A Yes A	With 75% collapse and accelerator				
Total change of course Less than 360° A Less than 360° A Collapse on the opposite side occurs Yes, no turn reversal C Yes, no turn reversal C Twist occurs No A No A Cascade occurs No A No A No A 15. Directional control with a maintained asymmetric collapse Able to keep course Yes A Yes A			С	· · · · · · · · · · · · · · · · · · ·	С
Collapse on the opposite side occurs Yes, no turn reversal C Yes, no turn reversal C Twist occurs No A No A Cascade occurs No A No A 15. Directional control with a maintained asymmetric collapse Able to keep course Yes A Yes A	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Twist occurs No A No A Cascade occurs No A No A 15. Directional control with a maintained asymmetric collapse Able to keep course Yes A Yes A	Total change of course	Less than 360°	Α	Less than 360°	Α
Cascade occurs No A No A 15. Directional control with a maintained asymmetric collapse Able to keep course Yes A Yes A	Collapse on the opposite side occurs	Yes, no turn reversal	С	Yes, no turn reversal	С
15. Directional control with a maintained asymmetric collapse Able to keep course Yes A Yes A	Twist occurs	No	Α	No	Α
collapse Able to keep course Yes A Yes A	Cascade occurs	No	Α	No	Α
		A			
180° turn away from the collapsed side possible in 10 s Yes A Yes A	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	Α			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	Α			
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	0			
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	В			
Entry procedure	Standard technique	Α	Standard technique	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in 3 s to 5 s	В	Recovery through pilot action in less than a further 3 s	В
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	В			
Entry procedure	Standard technique	Α	Standard technique	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Recovery through pilot action in less than a further 3 s	В	Recovery through pilot action in less than a further 3 s	В
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	D			
Tendency to return to straight flight	Turn remains constant	D	Turn remains constant	D
Turn angle to recover normal flight	With pilot action	D	With pilot action	D
Sink rate when evaluating spiral stability [m/s]	23		28	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
24. 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
25. Comments of test pilot				
Comments	B-Stall lines test is not recommanded by the user manual. If asymmetric collapses are not corresponding to the requirements of the standard, this could induce cravat		B-Stall lines test is not recommanded by the user manual. If asymmetric collapses are not corresponding to the requirements of the standard, this could induce cravat.	