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Aéros LTD

5, Post-Volynskaja str.

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AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer

Address

Recovery

		03061 Kiev Ukraine	J			
	Representative	None	Place of test		Villeneuve	
	Glider model	Style 3 M	Classification		В	
	Trimmer	no			_	
		no				
		Test pilot	Thurnheer Claude		Zoller Alain	
		Harness	Niviuk Gliders - Hamak 2 M		Gin Gliders - Gingo 2 L	
		Total weight in flight (kg)	80		105	
	1. Inflation/Take-off		Α			
	Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
	Special take off technique re	equired	No	А	No	А
	2. Landing		Α			
Special landing technique required			No	А	No	А
	3. Speed in straight flight	3. Speed in straight flight				
	Trim speed more than 30 kr	n/h	Yes	А	Yes	А
	Speed range using the cont	rols larger than 10 km/h	Yes	А	Yes	А
	Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
	4. Control movement		Α			
	Max. weight in flight up to 8	0 kg				
	Symmetric control pressure		not available	0	not available	0
	Max. weight in flight 80 kg to					
	Symmetric control pressure		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		Α				
	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		Α				
	Collapse occurs		No	А	No	А
	7. Roll stability and damp	ing	Α			
	Oscillations	-	Reducing	А	Reducing	А
	8. Stability in gentle spiral	ls	Α			
	Tendency to return to straig	ht flight	Spontaneous exit	А	Spontaneous exit	А
	9. Behaviour in a steeply l	banked turn	В			
	Sink rate after two turns		12 m/s to 14 m/s	А	More than 14 m/s	В
	10. Symmetric front collar	ose	В			
	Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in 3 s to 5 s	В	Spontaneous in less than 3 s	А	
	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	А	No	А
	With accelerator					
	Entry		Rocking back less than 45°	А	Rocking back less than 45°	Α
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Certification number

Date of flight test

А

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	А	No	А
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	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	В			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15° $$	A	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% 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	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
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 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and 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 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
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	A

16. Trim speed spin tendency	A			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	А			
Spin rotation angle after release	Stops spinning in less than 90 $^\circ$	Α	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	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 30° to 60°	А
Cascade occurs	No	Α	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	18		19	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	А
Stall or spin occurs	No	Α	No	А
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				