AIR TURQUOISE SA | PARA-TEST.COM

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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

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Manufacturer BGD GmbH	Certification number	F	PG_1305.2018		
Address Am Gewerbepark 2 9413 St-Gertraud Austria	Flight test	1	9.04.2018		
Glider model Punk L	Classification	E	3		
Serial number BG0605096A	Representative	Ν	lone		
Trimmer no	Place of test		/illeneuve		
Folding lines used no					
Test pilot	Alain Zoller	A	Anselm Rauh		
Harness	Gin Gliders - Gingo 2 L	A	Ava Sport - Acro 1 L		
Harness to risers distance (cm)	43 46		43 48		
Distance between risers (cm)					
Total weight in flight (kg)	100	1	25		
1. Inflation/Take-off	Α				
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	A	
Special take off technique required	No	А	No	A	
2. Landing	Α				
Special landing technique required	No	A	No	A	
3. Speed in straight flight	Α				
Trim speed more than 30 km/h	Yes	Α	Yes	A	
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A	
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A	
4. Control movement	Α				
Max. weight in flight up to 80 kg		~		~	
Symmetric control pressure / travel	not available	0	not available	0	
Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel	Increasing / greater than 60 cm	А	not available	0	
Max. weight in flight greater than 100 kg	increasing / greater than oo chi	A		0	
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	А	
5. Pitch stability exiting accelerated flight	A	0	increasing / greater than 05 cm	~	
Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	А	
Collapse occurs	No		No	A	
6. Pitch stability operating controls during accelerated flight	A				
Collapse occurs	No	А	No	A	
7. Roll stability and damping	Α				
Oscillations	Reducing	А	Reducing	A	
8. Stability in gentle spirals	Α				
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А	
9. Behaviour exiting a fully developed spiral dive	В				
Initial response of glider (first 180°)	Immediate reduction of rate of turn	А	No immediate reaction	В	
Tendency to return to straight flight	Spontaneous exit (g force decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	
Turn angle to recover normal flight	720° to 1 080°, spontaneous recovery	В	Less than 720°, spontaneous recovery	A	
10. Symmetric front collapse	Α				
Approximately 30 % chord					
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	A	
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	Α	

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Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	А	Dive forward 0° to 30° Keeping course	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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	Spontaneous in less than 3 s	A
			•	
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	Α	No	A
Folding lines used	No		No	
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	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	Α
Cascade occurs	No	А	No	А
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
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	А	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	В			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	В
Collapse	No collapse	А	No collapse	A
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			
Small asymmetric collapse				
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 0° to 15°	Α
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 (or only a small number of	А	No (or only a small number of	А
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
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	А	Spontaneous re-inflation	А
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	A	No (or only a small number of	A
	collapsed cells with a spontaneous reinflation)	,,	collapsed cells with a spontaneous reinflation)	
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
Small asymmetric collapse with fully activated 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°	А
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
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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	No		No	
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 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 (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	No		No	
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	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	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	А	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 0° to 30°	А
Cascade occurs	No	А	No	А
20 Big cars				
zu. Dig ears	Α			
20. Big ears Entry procedure	A Dedicated controls	А	Dedicated controls	А
		A A	Dedicated controls Stable flight	A A
Entry procedure	Dedicated controls			
Entry procedure Behaviour during big ears Recovery	Dedicated controls Stable flight	А	Stable flight	А
Entry procedure Behaviour during big ears	Dedicated controls Stable flight Spontaneous in less than 3 s	A A	Stable flight Spontaneous in less than 3 s	A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A	Stable flight Spontaneous in less than 3 s	A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A	A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dedicated controls Stable flight	A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight	A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure Behaviour during big ears	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dedicated controls	A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls	A A A A
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Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears 22. Alternative means of directional control 180° turn achievable in 20 s	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A Yes	A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A
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