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AIR TURQUOISE SA certified by

Flight test report: EN



Manufacturer	Bruce Goldsmith Design GmbH	Certification number	PG_0705.2013
Address	Hügelweg, 12 9400 Wolfsberg Austria	Date of flight test	25. 04. 2013
Representative	Bruce Goldsmith	Place of test	Villeneuve
Glider model	Tala ML	Classification	С
Trimmer	no		

Harness Total weight in flight (kg)	Thurnheer Claude Niviuk Gliders - Hamak 2 M 90		Zoller Alain Gin Gliders - Gingo 2 L 111	
1. Inflation/Take-off	Α			
Rising behaviour	Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique required	No	А	No	А
2. Landing	Α			
Special landing technique required	No	А	No	А
3. Speed in straight flight	В			
Trim speed more than 30 km/h	Yes	А	Yes	А
Speed range using the controls larger than 10 km/h	Yes	А	Yes	А
Minimum speed	25 km/h to 30 km/h	В	Less than 25 km/h	А
4. Control movement	С			
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				
Symmetric control pressure / travel	not available	0	Approximately constant / 50 cm to 65 cm	С
5. Pitch stability exiting accelerated flight	Α			
Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs	No	А	No	А
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	А	No	А
7. Roll stability and damping	Α			
Oscillations	Reducing	А	Reducing	А
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply banked turn	В			
Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front collapse	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	А
Cascade occurs	No	А	No	А
With accelerator				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А

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Recovery	Spontaneous in 3 s to 5 s	В	Spontaneous in 3 s to 5 s	В
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	A	No	A
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	A
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	A
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	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	Α	No	A
Rocking back	Less than 45°	А	Less than 45°	A
Line tension	Most lines tight	А	Most lines tight	A
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 0° to 15°	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

Cascade occursNoANoA19. B-line stallAChange of course before releaseChanging ocurse less than 45°ABehaviour before releaseRemains stable with straight spanARemains stable with straight spanABehaviour before releaseRemains stable with straight spanARemains stable with straight spanABehaviour before releaseSportaneous in less than 3 sADive forward 0° to 30°ADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ANoANoA20. Big earsBEEEEEntry procedureDeclicated controlsASportaneous in less than 3 sABehaviour during big earsStable flightAStable flightARecoveryRecovery through pilot action in less than a further 3 sBSportaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightBEEEEntry procedureDeclicated controlsAABehaviour during big earsStable flightAStable flightARecoveryRecovery through pilot action in less than a further 3 sBSportaneous in less than 3 sADive forward angle on exitDeclicated controlsAAABehaviour during big earsStable flightAStable flightA </th <th>16. Trim speed spin tendency</th> <th>Α</th> <th></th> <th></th> <th></th>	16. Trim speed spin tendency	Α			
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Cascade occurs not available 0 not available 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
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