



Bruce Goldsmith Design GmbH
Mr. Goldsmith Bruce
Hügelweg, 12
9400 Wolfsberg
Austria

Certificate EN

The hereunder sample of paraglider has been tested
in accordance with the following standards:
EN 926-2:2005 & EN 926-1:2006

AIR TURQUOISE SA certified by



Certification number	PG_0862.2013
Manufacturer	Bruce Goldsmith Design GmbH
Glider model	Tala lite S
Category	C. . . .
Maximum weight in flight (kg)	90 kg
Minimum weight in flight (kg)	65 kg
Glider's weight (kg)	4.6 kg

Date of flight test

Flight tests	25. 04. 2013
Serial number	BG010513A

Villeneuve, 16. 09. 2014


Zoller Alain

para-test.com



paragliding by air turquoise

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AIR TURQUOISE SA certified by



Class: **C**

In accordance with EN standards 926-2:2005 & 926-1:2006: **PG_0862.2013**

Date of issue (DMY): **16. 09. 2014**

Manufacturer: **Bruce Goldsmith Design GmbH**

Model: **Tala lite S**

Serial number:

Configuration during flight tests

Paraglider

Maximum weight in flight (kg)	90
Minimum weight in flight (kg)	65
Glider's weight (kg)	4.6
Number of risers	3
Projected area (m2)	19.51

Accessories

Range of speed system (cm)	12
Speed range using brakes (km/h)	14
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	25

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Niviuk Gliders
Harness model	Hamak 2 M
Harness to risers distance (cm)	49
Distance between risers (cm)	44

Inspections (whichever happens first)

every 24 months or every 150 flying hours
Warning! Before use refer to user's manual
Person or company having presented the glider for testing: **Bruce Goldsmith**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	A	A	C	A	A	A	A	B	B	A	A	A	C	A	A	A	A	A	B	B	A	A	0



Flight test report: EN

Manufacturer	Bruce Goldsmith Design GmbH	Certification number	PG_0862.2013
Address	Hügelweg, 12 9400 Wolfsberg Austria	Date of flight test	24. 04. 2013
Representative	Bruce Goldsmith	Place of test	Villeneuve
Glider model	Tala lite S	Classification	C
Trimmer	no		

Test pilot	Fukuoka Seiko	Thurnheer Claude
Harness	Sup' Air - Altiplume S	Niviuk Gliders - Hamak 2 M
Total weight in flight (kg)	65	85

1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	A			
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	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	C			
<i>Max. weight in flight up to 80 kg</i>				
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	not available	0
<i>Max. weight in flight 80 kg to 100 kg</i>				
Symmetric control pressure / travel	not available	0	Increasing / 45 cm to 60 cm	C
<i>Max. weight in flight greater than 100 kg</i>				
Symmetric control pressure / travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight	A			
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	A			
Collapse occurs	No	A	No	A
7. Roll stability and damping	A			
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 in a steeply banked turn	B			
Sink rate after two turns	Up to 12 m/s	A	More than 14 m/s	B
10. Symmetric front collapse	B			
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in 3 s to 5 s	B
Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Keeping course	B	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
<i>With accelerator:</i>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A

Recovery	Spontaneous in less than 3 s	A	Spontaneous in 3 s to 5 s	B
Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Keeping course	B	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	A	Yes	A
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	A	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	A			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	C			
<i>With 50% collapse</i>				
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	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
<i>With 75% collapse</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	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	No	A	Yes, no turn reversal	C
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 50% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	Less than 90° / Dive or roll angle 15° to 45°	A
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
<i>With 75% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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
15. Directional control with a maintained asymmetric collapse	A			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
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	A	No	A
17. Low speed spin tendency	A			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	A			
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall	A			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
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
Cascade occurs	No	A	No	A
20. Big ears	B			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	B	Recovery through pilot action in less than a further 3 s	B
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	B			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	B	Recovery through pilot action in less than a further 3 s	B
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]	14		20	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
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				