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

Manufacturer BGD GmbH Address Am Gewerbepark 2 9413 St-Gertraud Austria		Certification number	F	PG_1409.2018	
		Flight test		12.09.2018	
Glider model Rie	ot M	Classification	E	3	
Serial number BG	G0630013A	Representative	Ν	lone	
Trimmer no		Place of test	١	/illeneuve	
Folding lines used no			-		
Test pilot		Claude Thurnheer	A	Alain Zoller	
Harness		Supair - Evo XC 3 M	C	Gin Gliders - Gingo 2 L	
Harness to risers distance (cm) Distance between risers (cm) Total weight in flight (kg)		43		3	
		40		6	
		40 75			
Total weight in flight (kg	3)	75	I	05	
1. Inflation/Take-off		A Smooth, case, and constant rising	٨	Smooth appy and constant risks	٨
Rising behaviour Special take off technique requi	red	Smooth, easy and constant rising No	A A	· , ,	A A
2. Landing	icu	A	~		A
Special landing technique requi	red	A No	А	No	А
3. Speed in straight flight		B	~		7.
Trim speed more than 30 km/h		Yes	А	Yes	A
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		А			
Max. weight in flight up to 80	kg				
Symmetric control pressure / tra	avel	Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80 kg to 100 kg					
Symmetric control pressure / tra	avel	not available	0	not available	0
Max. weight in flight greater t	han 100 kg				
Symmetric control pressure / tra	avel	not available	0	Increasing / greater than 65 cm	А
5. Pitch stability exiting accel	erated flight	А			
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	Α
Collapse occurs		No	А	No	А
6. Pitch stability operating co flight	ntrols during accelerated	Α			
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 fl	5	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully de		B			
Initial response of glider (first 18 Tendency to return to straight fl		Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing)	A A	Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing)	A A
Turn angle to recover normal fli	ght	Less than 720°, spontaneous recovery	A	720° to 1 080°, spontaneous recovery	В
10. Symmetric front collapse		A			
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	А

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Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping	А	Dive forward 0° to 30° Keeping	А
	course	•	course	•
Cascade occurs	No	A	No	A
Folding lines used	No		No	
At least 50% chord				•
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
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	А	No	А
Folding lines used	No		No	
With accelerator				
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	A	Dive forward 0° to 30° / Keeping	A
Dive forward angle of exit? Change of course	course	A	course	~
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		No	A
12. High angle of attack recovery	A	А		~
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	B	,,		
Dive forward angle on exit	Dive forward 30° to 60°	в	Dive forward 30° to 60°	в
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	B	А	Wost mes tight	~
Small asymmetric collapse	5			
Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle	Δ	Less than 90° / Dive or roll angle	А
roll angle	0° to 15°		0° to 15°	
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	A	No	A
Folding lines used	No	Λ	No	~
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or	90° to 180° / Dive or roll angle	в	90° to 180° / Dive or roll angle	В
roll angle	15° to 45°	Б	15° to 45°	Б
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	
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°	A	Less than 360°	A

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
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	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	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	A 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	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	A 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
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
 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 Stall or spin occurs 23. Any other flight procedure and/or configuration 	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
Entry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry procedureBehaviour during big earsRecoveryDive forward angle on exitBehaviour immediately after releasing the accelerator while maintaining big ears22. Alternative means of directional control180° turn achievable in 20 sStall or spin occurs23. Any other flight procedure and/or configuration described in the user's manual	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 No 0	A A A 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 Yes No	A A A A A A A A A
Entry procedureBehaviour during big earsRecoveryDive forward angle on exit 21. Big ears in accelerated flight Entry procedureBehaviour during big earsRecoveryDive forward angle on exitBehaviour during big earsRecoveryDive forward angle on exitBehaviour immediately after releasing the accelerator while maintaining big ears 22. Alternative means of directional control 180° turn achievable in 20 sStall or spin occurs 23. Any other flight procedure and/or configuration described in the user's manual Procedure works as described	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 No 0 not available	A A A A A A A A O	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 Yes No	A A A A A A A A A A A A A A A A A A A