

AIR TURQUOISE SA certified by



Flight test report: EN

					1828
Manufacturer	Skywalk GmbH & Co. KG	Certification number		PG_0385.2010	
Address	Bahnhofstraße 110	Date of flight test			
	83224 GRASSAU	Date of high tool		10. 11. 2010	
	Germany				
Representative	Arne Wehrlin	Place of test		Villeneuve	
Glider model	Mescal 3 S	Classification		Α	
Trimmer	no				
	no				
	Test pilot	Thurnheer Claude		Zoller Alain	
		Sup' Air - Altiplume S		Sup'Air - Altiplume S	
		Contraction of the second s			
4 Inflation/Take off	Total weight in flight (kg)	An and a second seco	alaria de la competencia de la	95	
1. Inflation/Take-off		A			
Rising behaviour		Smooth, easy and constant rising		Smooth, easy and constant rising	A
Special take off technique	e required	No	A	No	A
2. Landing		A			-
Special landing technique	and the second	No	A	No	A
		A			
Trim speed more than 30 km/hYSpeed range using the controls larger than 10 km/hYMinimum speedL		Yes	A	Yes	A
Trim speed more than 30 km/hYSpeed range using the controls larger than 10 km/hYMinimum speedLi4. Control movementA		Yes	A	Yes	Α
		Less than 25 km/h	Α	Less than 25 km/h	Α
		Α			
Max. weight in flight up to	n and a second s				
Symmetric control pressure / travel		Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80 k					
Symmetric control pressu	Symmetric control pressure / travel		0	Increasing / greater than 60 cm	А
Max. weight in flight greater than 100 kg					
Symmetric control pressure / travel		not available	0	not available	0
5. Pitch stability exiting	accelerated flight	Α			
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	А
Collapse occurs		No	Α	No	А
	ing controls during accelerated	Α			
flight					
Collapse occurs	-	No	A	No	A
7. Roll stability and dar	nping	A			
Oscillations		Reducing	A	Reducing	A
8. Stability in gentle sp		A		2	
Tendency to return to str		Spontaneous exit	A	Spontaneous exit	A
	ly banked turn	A			
Sink rate after two turns		12 m/s to 14 m/s	A	12 m/s to 14 m/s	A
10. Symmetric front co	llapse	A			
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	A
With accelerator					
Entry		Rocking back less than 45°	A	Rocking back less than 45°	А
Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А

norward angle on exit / Change of courseDee forward 0" to 30" / Keeping courseANorAJascade accursNoANoADeep stall (parchutal stall)ASeconeryASeconeryABest and angle on exitDave forward 0" to 30"ADive forward 0" to 30"ADive forward 0" to 30"ADred forward angle on exitDave forward 0" to 30"ANoANoAChange of courseChanging course less than 45"AChanging course less than 45"AChange of courseNoANoANoACascade occursNoANoANoA13. Recovery form a developed full stallASecontaneous in less than 3"ACascade occursNoANoNoADive forward on secontaryNoANoNoACascade occursNoANoNoACascade occursNoANoNoACascade occursNoANoNoACascade occursNoANoNoACascade occursNoANoNoACascade occursNoANoNoACascade occursNoANoNoACascade occursNoANoNoACascade occursNoANoNoACascade occursNo <t< th=""><th></th><th></th><th></th><th></th><th></th></t<>					
11. Exclusing deep stall (parachutal stall) A A A Deep stall achieved Yes A Spontaneous in less than 3 s A Deve forward 0 rise on exit Dive forward 0 ris 30° A Dive forward 0 ris 30° A Dive forward 0 rise on exit Changing course less than 4 s A Changing course less than 4 s A Classade occurs No A No A No A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Recovery A No A No A Classade occurs No A No A Classade occurs (other than collapses) No A No A Classade occurs (other than collapses) No A No A Classade occurs (other than collapses) No A No A Classade occurs No A Most lines tight A Advin strok collapse A A Most line	orward angle on exit / Change of course		A		А
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		More than 50 % of the	A	More than 50 % of the symmetric	A
		symmetric control travel			

rim speed spin tendency	Α			
in occurs	No	Α	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	Α	No	А
18. Recovery from a developed spin	A			
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	A			
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	A
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
Cascade occurs	No	А	No	А
20. Big ears	A			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	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
21. Big ears in accelerated flight	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	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°	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	A			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
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]	15		17	
23. Alternative means of directional control	A			
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				