## 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 777 jadralna padala d.o.o. Certification number PG\_1264.2017
Address Ulica Ane Ziherlove 10 Date of flight test 10. 01. 2018

1000 Ljubljana Slovenia

Glider model K-Light S Classification B
Serial number KN-S-001 Representative None

Trimmer no Place of test Villeneuve

Folding lines used no

Test pilot Light pilot under Air Thurnheer Claude

Turquoise supervision

**Harness** Supair - Altiplume S Supair - Evo CX M

Harness to risers distance (cm) 43 44

Distance between risers (cm) 40 44

Total weight in flight (kg) 65 85

4 1 61 41 75 1 66				
1. Inflation/Take-off	<b>A</b>			
Rising behaviour	Smooth, easy and constant rising		Smooth, easy and constant rising	Α
Special take off technique required	No	Α	No	Α
2. Landing	Α			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	В			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	25 km/h to 30 km/h	В	Less than 25 km/h	Α
4. Control movement	Α			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	Α	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 60 cm	Α
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°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	Α			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour exiting a fully developed spiral dive	A			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	Α	Immediate reduction of rate of turn	Α
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α

Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse	A			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping	Α	Dive forward 0° to 30° Keeping	A
Dive forward angle on exit onlings of course	course	^	course	^
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	Α	Dive forward 0° to 30° / Keeping	Α
Dive forward angle on exit? Change of course	course	^	course	^
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
Mith accolorator				
With accelerator	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Entry	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Recovery  Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	A	Dive forward 0° to 30° / Keeping	A
Dive lowerd angle on exit? Change of course	course	^	course	^
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
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	Α	No	Α
13. Recovery from a developed full stall	A		D	
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  14. Asymmetric collapse	Most lines tight  B	Α	Most lines tight	Α
14. Asymmetric conapse	ь			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	A
		, ,		

Collapse on the opposite side occurs	No (or only a small number of	Α	No (or only a small number of	Α
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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	$90^{\circ}$ to $180^{\circ}$ / Dive or roll angle $15^{\circ}$ to $45^{\circ}$	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	Α	Yes	Α
			Yes	
180° turn away from the collapsed side possible in 10 s	Yes	Α	163	Α
180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin	Yes More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A A
	More than 50 % of the		More than 50 % of the symmetric	
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel		More than 50 % of the symmetric	
Amount of control range between turn and stall or spin  16. Trim speed spin tendency	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	Α
Amount of control range between turn and stall or spin  16. Trim speed spin tendency  Spin occurs	More than 50 % of the symmetric control travel  A  No	A	More than 50 % of the symmetric control travel	Α
Amount of control range between turn and stall or spin  16. Trim speed spin tendency  Spin occurs  17. Low speed spin tendency	More than 50 % of the symmetric control travel  A  No	A	More than 50 % of the symmetric control travel  No	A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency  Spin occurs  17. Low speed spin tendency  Spin occurs	More than 50 % of the symmetric control travel  A  No  A  No	A	More than 50 % of the symmetric control travel  No	A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin	More than 50 % of the symmetric control travel  A  No  A  No  B	A A	More than 50 % of the symmetric control travel  No  No	A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency  Spin occurs  17. Low speed spin tendency  Spin occurs  18. Recovery from a developed spin  Spin rotation angle after release	More than 50 % of the symmetric control travel  A  No  A  No  B  Stops spinning in less than 90°	A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180°	A A B
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No	A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180°	A A B
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A	A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180°  No	A A B A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight	A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180°  No  Changing course less than 45°	A A B A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span	A A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180°  No  Changing course less than 45°  Remains stable with straight span	A A B A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release Recovery	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s	A A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180°  No  Changing course less than 45°  Remains stable with straight span  Spontaneous in less than 3 s	A A A A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180°  No  Changing course less than 45°  Remains stable with straight span  Spontaneous in less than 3 s  Dive forward 0° to 30°	A A A A A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No	A A A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180°  No  Changing course less than 45°  Remains stable with straight span  Spontaneous in less than 3 s  Dive forward 0° to 30°	A A A A A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release  Recovery Dive forward angle on exit Cascade occurs  20. Big ears	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B	A A A A A A A	No  No  Stops spinning in 90° to 180° No  Changing course less than 45° Remains stable with straight span  Spontaneous in less than 3 s  Dive forward 0° to 30° No	A A B A A A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs  20. Big ears Entry procedure Behaviour during big ears Recovery	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s	A A A A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180° No  Changing course less than 45° Remains stable with straight span  Spontaneous in less than 3 s Dive forward 0° to 30° No  Dedicated controls Stable flight Spontaneous in less than 3 s	A A A A A A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release  Recovery Dive forward angle on exit Cascade occurs  20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30°	A A A A A A A A A A A A A A A A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180°  No  Changing course less than 45°  Remains stable with straight span  Spontaneous in less than 3 s  Dive forward 0° to 30°  No  Dedicated controls  Stable flight	A A A A A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release  Recovery Dive forward angle on exit Cascade occurs  20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A	A A A A A A B A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180° No  Changing course less than 45° Remains stable with straight span  Spontaneous in less than 3 s Dive forward 0° to 30° No  Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs  20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit  21. Big ears in accelerated flight Entry procedure	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls	A A A A A A A A A A A A A A A A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180° No  Changing course less than 45° Remains stable with straight span  Spontaneous in less than 3 s Dive forward 0° to 30° No  Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°  Dedicated controls	A A A A A A A A A A A A A A A A A A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs  20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit  21. Big ears in accelerated flight Entry procedure Behaviour during big ears	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight	A A A A A A A A A A A A A A A A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180° No  Changing course less than 45° Remains stable with straight span  Spontaneous in less than 3 s Dive forward 0° to 30° No  Dedicated controls 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°	A A A A A A A A A A A A A A A A A A A
Amount of control range between turn and stall or spin  16. Trim speed spin tendency Spin occurs  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Cascade occurs  19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs  20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit  21. Big ears in accelerated flight Entry procedure	More than 50 % of the symmetric control travel  A No A No B Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls	A A A A A A A A A A A A A A A A A A A	More than 50 % of the symmetric control travel  No  No  Stops spinning in 90° to 180° No  Changing course less than 45° Remains stable with straight span  Spontaneous in less than 3 s Dive forward 0° to 30° No  Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°  Dedicated controls	A A A A A A A A A A A A A A A A A A A

Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
23. 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

24. Comments of test pilot

Comments