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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



## Flight test report: EN 926-2:2013+A1:2021\* & NfL 2-565-20

Manufacturer     Advance Thun AG     Certification number     PG_2176.2023       Address     Utigenstrasse 87 3600 Thun Switzerland     Flight test     07.02.2023       Gilder model     OMEGA XA 5 ULS 22     Classification     D       Serial number     97109     Representative     None       Trimmer     no     Place of test     Villeneuve       Folding lines used     yes     Villeneuve     Flugsau - XX-Lite       Harness     Villeneuve     None     Flugsau - XX-Lite       Harness to risers distance (cm)     43     40       Distance between risers (cm)     44     44       Total weight in flight (kg)     75     90       1. Inflation/Take-off     C     Overshoots, shall be slowed own to avoid a front collepse     C     Overshoots, shall be slowed own to avoid a front collepse       Special lake off technique required     No     A     No     A       2. Landing     A     Yes     A     Yes       Special lake off technique required     No     A     No     A       3. Special instraight flight     B     Tim special using the controls larger than 10 km/h     Yes     A     Yes       Symmetric control pressure / travel     not available     Increasing / greater than 55 cm     A     not available <td< th=""><th></th></td<>	
3600 Thun Switzerland       3600 Thun Switzerland       3600 Thun Switzerland       3600 Thun Switzerland         Gelider model       OMECA XA 5 ULS 22       Classification       D         Serial number       97109       Representative       None         Trimmer       no       Place of test       Villeneuve         Folding lines used       yes       Kandre Jofresa       Flugsau - XX-Lite         Harness       Woody Valley - Wani Light 2 M       Alexandre Jofresa       Flugsau - XX-Lite         Harness to risers distance (cm)       43       40       44         Distance botween risers (cm)       44       44       44         Total weight in flight (kg)       75       90       0         1. Inflation/Take-off       C       C       Vershoots, shall be slowed on the collapse       to avoid a front collapse         Special lanke off technique required       No       A       No       0       0         Special lanke off technique required       No       A       No       0       0         Special lanke off technique required       No       A       No       0       0         Special lanke off technique required       No       A       No       0       0         Special lanke off techni	
Glider model         OMEGA XA 5 ULS 22 Serial number         Classification         D           Serial number         97109         Representative         None           Trimmer         no         Place of test         Villeneuve           Folding lines used         yes         Item of test         Villeneuve           Test pilot	
Serial number       97109       Representative       None         Trimmer       no       Place of test       Villeneuve         Folding lines used       yes       Vies       Alexandre Jofresa         Test pilot       Karness       Viesov Valley - Wani Light 2       Flugsau - XX-Lite         Harness       Woody Valley - Wani Light 2       Flugsau - XX-Lite       Flugsau - XX-Lite         Harness to risers distance (cm)       43       40       Alexandre Jofresa         Total weight in flight (kg)       75       90       0         1. InflationTak-off       C       C       Overshoots, shall be slowed down to avoid a front collapse       0         Special landing technique required       No       A       No       0       0         2. Landing       A       Second Instraight flight       B       0       0       0         3. Speed in straight flight erequired       No       A       Yes       A       Yes         Speed in straight flight to 50 km/h       Yes       A       Yes       No       No       No         4. Control movement       C       C       Second in straight flight to 30 km/h       B       Strain to 30 km/h       Increasing / 45 cm to 60 cm         Max. weight in flight greater	
Trimmer       no       Place of test       Villeneuve         Folding lines used       yes       Alexandre Jofresa         Test pilot       Laude Thurnheer       Alexandre Jofresa         Harness       Kuody Valley - Wani Light 2 Main Ligh	
Folding lines used yesClaude Thumheer Woody Valley - Wani Light 2 MAlexandre Jofresa Fugsau - XX-Life MHarnessrisers distance (cm)4340Distance between risers (cm)4340Distance between risers (cm)4430I. Inflation/Take-offC30Ring behaviourCOvershoots, shall be slowed down to avoid a front collapseCSpecial take off technique requiredNoANo2. LandingASecond a front collapseCSpecial landing technique requiredNoANo3. Speed in straight flightBSecond a front collapseCTrim speed more than 30 km/hYesAYesSpeed range using the controls larger than 10 km/hYesAYesSpeed range using the controls larger than 10 km/hYesAYesSymetric control pressure / travelIncreasing / greater than 55 cmAIncreasing / straiger than 50 cmAMax. weight flight up to 80 kgIncreasing / greater than 55 cmANoIncreasing / straiger than 50 cmAMax. weight flight optiot groater than 108 kgIncreasing / greater than 55 cmANoIncreasing / straiger than 50 cmAMax. weight flight up to 80 kgIncreasing / greater than 55 cmANoIncreasing / straiger than 50 cmAMax. weight flight up colorater diffightAIncreasing / straiger than 50 cmANoMax. weight flight up colorater diffightAIncreasing /	
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Harness       Woody Valley - Wani Light 2       Flugsau - XX-Lite         M       M       40         Harness to risers distance (cm)       43       40         Distance between risers (cm)       44       44         Total weight in flight (kg)       75       90         1. Inflation/Take-off       C       Vershoots, shall be slowed down to avoid a front collapse       C overshoots, shall be slowed down to avoid a front collapse         Special take off technique required       No       A       No       A         Special landing technique required       No       A       No       A         Special landing technique required       No       A       No       A         Special landing technique required       A       Ves       A       No       A         Special landing technique required       No       A       No       A       No       A         Special landing technique required       Increasing / special speci	
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2. Landing       A         Special landing technique required       No       A         3. Speed in straight flight       B         Trim speed more than 30 km/h       Yes       A         Speed range using the controls larger than 10 km/h       Yes       A         Minimum speed       25 km/h to 30 km/h       B       25 km/h to 30 km/h         4. Control movement       C       C         Max. weight in flight up to 80 kg       Symmetric control pressure / travel       Increasing / greater than 55 cm       A       not available         Max. weight in flight greater than 100 kg       Symmetric control pressure / travel       not available       0       Increasing / 45 cm to 60 cm         Max. weight in flight greater than 100 kg       Symmetric control pressure / travel       not available       0       not available         Symmetric control pressure / travel       not available       0       not available       0         Symmetric control pressure / travel       not available       0       not available       0         Symmetric control pressure / travel       not available       0       not available       0         Symmetric control pressure / travel       not available       0       not available       0         Schtch stability exiting accelerated flight	
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4. Control movement       C         Max. weight in flight up to 80 kg       Increasing / greater than 55 cm       A       not available         Symmetric control pressure / travel       Increasing / greater than 55 cm       A       not available         Max. weight in flight 80 kg to 100 kg       not available       0       Increasing / 45 cm to 60 cm         Symmetric control pressure / travel       not available       0       Increasing / 45 cm to 60 cm         Max. weight in flight greater than 100 kg       symmetric control pressure / travel       not available       0       not available         Symmetric control pressure / travel       not available       0       not available       0       not available         5. Pitch stability exiting accelerated flight       A       Dive forward angle on exit       A       Dive forward less than 30°       A       Dive forward less than 30°       Collapse occurs       No       A       No         6. Pitch stability operating controls during accelerated flight       A       No       A       No         7. Roll stability and damping       A       No       A       No         8. Stability in gentle spirals       A       Spontaneous exit       A       Spontaneous exit       A       Spontaneous exit         9. Behaviour exiting a fully developed spiral dive </td <td>А</td>	А
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7. Roll stability and damping       A         Oscillations       Reducing       A       Reducing         8. Stability in gentle spirals       A       Reducing       A         Tendency to return to straight flight       Spontaneous exit       A       Spontaneous exit       B         9. Behaviour exiting a fully developed spiral dive       D       Initial response of glider (first 180°)       No immediate reaction       B       No immediate reaction       Turn remains constant (g force       D	
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Tendency to return to straight flight Turn remains constant (g force D Turn remains constant (g force	
	action B
Turn angle to recover normal flight With pilot action D With pilot action	D
10. Symmetric front collapse D	
Approximately 30 % chord	
Entry Rocking back less than 45° A Rocking back less than 45°	s than 45° A

\*This standard is NOT covered by accreditation D-IS-19457-01 Test Report generated automatically by AIR TURQUOISE SA, valid without signature Rev 07 | 04.03.2022 // ISO | 91.22 // Page 1 of 4

Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used <b>Large asymmetric collapse</b> Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No	A A A A D B A A A A A A	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No	A A A D B A A A A A
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used <b>Large asymmetric collapse</b> Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No	A A A D B A A A	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No	A A A D B A A A
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used <b>Large asymmetric collapse</b> Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation)	A A A D B A A	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation)	A A D B A A
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used <b>Large asymmetric collapse</b> Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour Total change of course	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°	A A A D B A A	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°	A A D B A A
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used <b>Large asymmetric collapse</b> Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation	A A A D B A	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45° Spontaneous re-inflation	A A A D B
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used <b>Large asymmetric collapse</b> Change of course until re-inflation / Maximum dive forward or roll angle	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45°	A A A D	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No Yes 90° to 180° / Dive or roll angle 15° to 45°	A A A D B
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No	A A A A	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No	A A A A
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No	A A A A	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No	A A A A
Total change of course Collapse on the opposite side occurs Twist occurs	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No	A A A	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No	A A A
Total change of course Collapse on the opposite side occurs	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation)	A A	Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation)	A A
Total change of course Collapse on the opposite side occurs	Less than 360° No (or only a small number of collapsed cells with a spontaneous	А	Less than 360° No (or only a small number of collapsed cells with a spontaneous	А
	•			
Re-inflation behaviour		~		А
	Less than 90° / Dive or roll angle 15° to 45° Spontaneous re-inflation	A A	Less than 90° / Dive or roll angle 0° to 15° Spontaneous re-inflation	A
Small asymmetric collapse	Loop then 00° / Dive as an I amake	•	Loop than 00° / Dive as well as al	
	D			
	Most lines tight	А	Most lines tight	А
	Greater than 45°	С	Less than 45°	A
	No	A	No	A
	No collapse	A	No collapse	A
õ	Dive forward 30° to 60°	B	Dive forward 0° to 30°	A
·····	C	_		
	No	A	No	A
-	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
5 . 5 ,	A			
	No	А	No	А
-	Changing course less than 45°	А	Changing course less than 45°	А
-	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Yes	A	Yes	A
<b>3 1 1 1 1 1 1 1 1 1 1</b>	<b>A</b>			
	Yes	D	Yes	D
	No	А	No	А
5 S	Dive forward 0° to 30° / Keeping course	A	Dive forward $0^\circ$ to $30^\circ$ / Keeping course	A
Recovery	Recovery through pilot action in less than a further 3 s	D	Spontaneous in 3 s to 5 s	В
	Rocking back greater than 45°	С	Rocking back less than 45°	А
With accelerator	100	U		U
	Yes	D	Yes	D
	Dive forward 30° to 60° / Keeping course No	B A	Dive forward 0° to 30° / Keeping course No	A A
,	Spontaneous in less than 3 s	A	Spontaneous in 3 s to 5 s	В
-	Rocking back less than 45°	A	Rocking back less than 45°	A
At least 50% chord				
Folding lines used	Yes	D	Yes	D
Cascade occurs	No	А	No	А
2 P	course	~	course	~
	Spontaneous in less than 3 s Dive forward 0° to 30° Keeping	A A	Spontaneous in 3 s to 5 s Dive forward 0° to 30° Keeping	B A
-	Spontanoous in loss than 3 s	۸	Spontanoous in 3 s to 5 s	D

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Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	С	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	Yes	D	Yes	D
Large 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 45° to 60°	С	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	Yes	D	Yes	D
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	А
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	В			
Spin rotation angle after release	Stops spinning in 90° to 180°	В	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	0			
Change of course before release	not available	0	not available	0
Behaviour before release	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Cascade occurs	not available	0	not available	0
20. Big ears	Α			
Entry procedure	Standard technique	А	Standard technique	А
Behaviour during big ears	Stable flight	А	Stable flight	А
	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Recovery	-			
Recovery Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
•	Dive forward 0° to 30° A	A	Dive forward 0° to 30°	A
Dive forward angle on exit		A	Dive forward 0° to 30° Standard technique	A
Dive forward angle on exit 21. Big ears in accelerated flight	Α			
Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure	A Standard technique	A	Standard technique	A
Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears	A Standard technique Stable flight	A A	Standard technique Stable flight	A A
Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery	A Standard technique Stable flight Spontaneous in less than 3 s	A A A	Standard technique Stable flight Spontaneous in less than 3 s	A A A
Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while	A Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A	Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A
Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears	A Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A	Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A
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	A Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A	A A A A	Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A
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	A Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A Yes	A A A A A	Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Yes	A A A A
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	A Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A Yes No	A A A A A	Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Yes	A A A A
Dive 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	A Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A Yes No A	A A A A A A	Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Yes No	A A A A A

Big ears by B3