



Flight test report: EN 926-2:2013+A1:2021 and NfL 2024-2-785

Manufacturer	Advance Thun AG	Certification number	PG_2623.2025
Address	Uttigenstrasse 87 3600 Thun Switzerland	Flight test	10.11.2025
Glider model	Pi 4 18	Classification	B
Serial number	112158	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		
Test pilot	Light pilot under Air Turquoise supervision	Alain Zoller	
Harness	Woody Valley srl Wani Light 2 S	Woody Valley srl Wani Light 3 M	
Harness to risers distance [cm]	41	44	
Distance between risers [cm]	40	44	
Total weight in flight [kg]	50	95	
1. Inflation/Take-off	B		
Rising behaviour	Smooth, easy and constant rising	A	Easy rising, some pilot correction is required
Special take off technique required	No	A	No
2. Landing	A		
Special landing technique required	No	A	No
3. Speed in straight flight	B		
Trim speed more than 30 km/h	Yes	A	Yes
Speed range using the controls larger than 10 km/h	Yes	A	Yes
Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h
4. Control movement	A		
Max. weight in flight up to 80 kg			
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	not available
Max. weight in flight 80 kg to 100 kg			
Symmetric control pressure / travel	not available	0	Increasing / greater than 60 cm
Max. weight in flight greater than 100 kg			
Symmetric control pressure / travel	not available	0	not available
5. Pitch stability exiting accelerated flight	A		
Dive forward angle on exit	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		
Collapse occurs	No	A	No
7. Roll stability and damping	A		
Oscillations	Reducing	A	Reducing
8. Stability in gentle spirals	A		
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit

9. Behaviour exiting a fully developed spiral dive	A		
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A Immediate reduction of rate of turn	A
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A Less than 720°, spontaneous recovery	A
10. Symmetric front collapse	B		
Approximately 30 % 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	A No	A
Folding lines used	No	A No	A
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	A No	A
Folding lines used	No	A No	A
With accelerator			
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 30° to 60° / Keeping course	B
Cascade occurs	No	A No	A
Folding lines used	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	B		
Dive forward angle on exit	Dive forward 0° to 30°	A Dive forward 30° to 60°	B
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		
Small asymmetric collapse				
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°	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 (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	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
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°	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 (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	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
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°	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 (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	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
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°	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 (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	A	No	A
Cascade occurs	No	A	No	A

Folding lines used	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	A		
Entry procedure	Dedicated controls	A Dedicated controls	A
Behaviour during big ears	Stable flight	A Stable flight	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
21. Big ears in accelerated flight	A		
Entry procedure	Dedicated controls	A Dedicated controls	A
Behaviour during big ears	Stable flight	A Stable flight	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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A Stable flight	A
22. Alternative means of directional control	A		
180° turn achievable in 20 s	Yes	A Yes	A
Stall or spin occurs	No	A No	A
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