#### AIR TURQUOISE SA | PARA-TEST.COM

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



### Flight test report: EN 926-2:2013 & LTF 91/09

Manufacturer Address	ADVANCE Thun AG Uttigenstrasse 87 3600 Thun Switzerland	Certification number Date of flight test		PG_1126.2016 28. 10. 2016	
Glider model Serial number Trimmer Folding lines used	Bibeta 6 38 69181 yes: opened no	<b>Classification</b> Representative Place of test		<b>B</b> Eisenhut Kari Villeneuve	
Test pilot Harness Harness to risers d Distance between r Total weight in fligh	isers (cm)	Thurnheer Claude Advance - Bi pro 2 44 55 100		Zoller Alain Advance - Bi pro 2 44 55 180	
<ol> <li>Inflation/Take-off</li> <li>Rising behaviour</li> <li>Special take off technique</li> <li>Landing</li> </ol>	required	A Smooth, easy and constant rising No A	A A		A A
Special landing technique 3. Speed in straight fligh Trim speed more than 30	nt km/h	No B Yes	A	No	A
Speed range using the co Minimum speed 4. Control movement	ntrois larger than 10 km/n	Yes Less than 25 km/h <b>A</b>	A	Yes 25 km/h to 30 km/h	A B
Max. weight in flight up Symmetric control pressu		not available	0	not available	0
Max. weight in flight 80 f		not available	0	not available	0
Max. weight in flight gre Symmetric control pressur 5. Pitch stability exiting	re / travel	Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
Dive forward angle on exit Collapse occurs	t	not available not available	0 0	not available not available	0 0
flight Collapse occurs	ng controls during accelerated	0 not available	0	not available	0
<ol> <li>7. Roll stability and dam Oscillations</li> <li>8. Stability in gentle spir</li> </ol>		A Reducing A	A	Reducing	A
	Ily developed spiral dive	Spontaneous exit A	A	Spontaneous exit	A
Initial response of glider (f Tendency to return to stra		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 flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
10. Symmetric front collapse	B			
Approximately 30 % chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in 3 s to 5 s	В	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	
с С				
At least 50% chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in 3 s to 5 s	В	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	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available		Not available	
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	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
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	В
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	В			
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 0° to 15°	A
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	
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	$90^\circ$ to $180^\circ$ / Dive or roll angle $15^\circ$ to $45^\circ$	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		collapsed cells with 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	
	<b>5 5 5 5 5 5 5 5 5 5</b>				
	Small asymmetric collapse with fully activated accelerator				
	Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
	Re-inflation behaviour	not available	0	not available	0
	Total change of course	not available	0	not available	0
	Collapse on the opposite side occurs	not available	0	not available	0
	Twist occurs	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
	Folding lines used	Not available		Not available	
	Large asymmetric collapse with fully activated accelerator				
	Change of course until re-inflation / Maximum dive forward or	not available	0	not available	0
	roll angle	not available	U		U
	Re-inflation behaviour	not available	0	not available	0
	Total change of course	not available	0	not available	0
	Collapse on the opposite side occurs	not available	0	not available	0
	Twist occurs	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
	Folding lines used	Not available		Not available	
	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	А	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	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	В			
	Entry procedure	Dedicated controls	А	Dedicated controls	А
	Behaviour during big ears	Stable flight	А	Stable flight	А
	Recovery	Recovery through pilot action in less than a further 3 s	В	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
	21. Big ears in accelerated flight	0			
	Entry procedure	not available	0	not available	0
	Behaviour during big ears	not available	0	not available	0
	Recovery	not available	0	not available	0
	Dive forward angle on exit	not available	0	not available	0
	Behaviour immediately after releasing the accelerator while	not available	0	not available	0
	maintaining big ears				

22. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	А
Stall or spin occurs	No	Α	No	А
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	B-Stall excluded from User's Manual		B-Stall excluded from User's Manual	

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### Flight test report: EN 926-2:2013 & LTF 91/09

				28. 10. 2016	
	witzerland				
Glider model B	libeta 6 38	Classification		В	
Serial number 69	9181	Representative		Eisenhut Kari	
Trimmer ve	es: closed	Place of test		Villeneuve	
Folding lines used no					
	0				
Test pilot		Thurnheer Claude		Zoller Alain	
Harness		Advance - Bi pro 2		Advance - Bi pro 2	
Harness to risers dista	ince (cm)	44		44	
Distance between rise	rs (cm)	55		55	
Total weight in flight (k		100		180	
	·9/	100		100	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	A
Special take off technique requ	uired	No	А	No	A
2. Landing		Α			
Special landing technique requ	uired	No	А	No	A
3. Speed in straight flight		<b>A</b>		×.	
Trim speed more than 30 km/h		Yes	A	Yes	A
Speed range using the control	is larger than 10 km/h	Yes	A	Yes	A
Minimum speed 4. Control movement		Less than 25 km/h A	А	Less than 25 km/h	A
4. Control movement		~			
Max. weight in flight up to 80	0 kg				
Symmetric control pressure / tr	ravel	not available	0	not available	0
Max. weight in flight 80 kg to	o 100 ka				
Symmetric control pressure / tr		not available	0	not available	0
Max. weight in flight greater		In an action / an atom them OF an	^	In an action ( an atom there OF an	
Symmetric control pressure / tr		Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
5. Pitch stability exiting accer Dive forward angle on exit	elerateu night	0 not available	0	not available	0
Collapse occurs		not available	0	not available	0
6. Pitch stability operating co	ontrols during accelerated	0	0	not available	0
flight		0			
Collapse occurs		not available	0	not available	0
7. Roll stability and damping	3	A			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals		Α			
Tendency to return to straight	-	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour exiting a fully d		Α			
Initial response of glider (first 1	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	А	Less than 720°, spontaneous recovery	А
10. Symmetric front collapse	B			
Approximately 30 % chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in 3 s to 5 s	в	Spontaneous in less than 3 s	А
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	
At least 50% chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in 3 s to 5 s	в	Spontaneous in less than 3 s	А
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	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
Folding lines used	Not available	Ū	Not available	Ū
11. Exiting deep stall (parachutal stall)	A			
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	A	No	A
12. High angle of attack recovery	A	~		~
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	A	,,		7.
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	Δ	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	~	wost mes tight	~
	-			
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° $$	A	Less than 90° / Dive or roll angle 0° to 15°	A
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	
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	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А

Collapse on the opposite side occurs		collapsed cells with 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	
	<b>5 5 5 5 5 5 5 5 5 5</b>				
	Small asymmetric collapse with fully activated accelerator				
	Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
	Re-inflation behaviour	not available	0	not available	0
	Total change of course	not available	0	not available	0
	Collapse on the opposite side occurs	not available	0	not available	0
	Twist occurs	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
	Folding lines used	Not available		Not available	
	Large asymmetric collapse with fully activated accelerator				
	Change of course until re-inflation / Maximum dive forward or	not available	0	not available	0
	roll angle	not available	U		U
	Re-inflation behaviour	not available	0	not available	0
	Total change of course	not available	0	not available	0
	Collapse on the opposite side occurs	not available	0	not available	0
	Twist occurs	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
	Folding lines used	Not available		Not available	
	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	А	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	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	В			
	Entry procedure	Dedicated controls	А	Dedicated controls	А
	Behaviour during big ears	Stable flight	А	Stable flight	А
	Recovery	Recovery through pilot action in less than a further 3 s	В	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
	21. Big ears in accelerated flight	0			
	Entry procedure	not available	0	not available	0
	Behaviour during big ears	not available	0	not available	0
	Recovery	not available	0	not available	0
	Dive forward angle on exit	not available	0	not available	0
	Behaviour immediately after releasing the accelerator while	not available	0	not available	0
	maintaining big ears				

22. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	А
Stall or spin occurs	No	Α	No	А
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	B-Stall excluded from User's Manual		B-Stall excluded from User's Manual	

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



# **PG PARAGLIDERS**

## INSPECTION CERTIFICATE

Inspection certificate number: PG\_1126.2016

MANUFACTURER DAT	A				
Manufacturer name	Advance Thun AG				
Representativ	e Rolf Zeltner				
Stree	t: Uttigenstrasse 87	Uttigenstrasse 87			
Post code / place	3600 Thun				
Countr	: Switzerland				
SAMPLE DAT	A				
Name	Bibeta 6	Size:	38		
Min weight in flight [kg	: 100	Max weight in flight [kg]:	180		
Weight [kg	: 6.7	Use:	Single-seater		
Load serial numbe	n/a	Date of reception:	n/a		
Flight serial number	: 69181	Date of reception:	28.10.2016		
TEST REPORT SUMMAR	RESULTS	PLACE	DATE		
PG 1 71.8.1   SHOCK LOAD TES	Test done on size 41, ins	pection PG_1112.2016	25.05.2016		
PG 2 71.8.1   SUSTAINED LOAD TES	Test done on size 41, ins	pection PG_1112.2016	25.05.2016		
PG 3 71.8.2   FLIGHT TES	: В	Villeneuve	28.10.2016		
PG 4 71.4.3   MEASUREMEN	POSITIVE	Villeneuve	22.12.2016		
PG 5 71.6.3   LINE BREAK STRENGT	POSITIVE	Villeneuve	10.11.2016		

#### ISSUE DATA

Place of declaration:	Villeneuve
Date of issue:	22.12.2016
Managing Director:	Alain Zoller
	A

Signature:

This signature aprouve the validity of the test reports PG 1 to PG 5 (Only if test report are applicable).

Air Turquoise SA, having thoroughly assessed the sample mentioned hereunder, declare it was found conform with all requirements defined by the following norms:

EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

Present declaration's scope only extends to the conformity of a given sample, on a given date and in a given place as mentioned here above.

This inspection report contain the following test and is complete with the test report number: 71.8.1 | PG1, PG2, 71.8.2 | PG3, 71.4.3 | PG4, 71.6.3 | PG5 (71.8.1 | PG1 and PG2, 71.8.2 are done for one size only, ref. to the size tested for strength)

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