

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

| | | | |
|--------------|---|----------------------|--------------|
| Manufacturer | Davinci Products Inc. | Certification number | PG_1237.2017 |
| Address | 53 sinchon-gil, Okcheon-myeon, Yangpyeong-gun 12505 Gyeonggi-do Republic of Korea | Date of flight test | 15. 09. 2017 |

| | | | |
|--------------------|---------------------|-----------------------|------------|
| Glider model | Duet 39 | Classification | B |
| Serial number | TDT39-1708013-SBDGO | Representative | None |
| Trimmer | yes: opened | Place of test | Villeneuve |
| Folding lines used | no | | |

| | | |
|--|--------------------|--------------------|
| Test pilot | Thurnheer Claude | Zoller Alain |
| Harness | Sup' Air - Evasion | Advance - Bi pro 2 |
| Harness to risers distance (cm) | 46 | 44 |
| Distance between risers (cm) | 55 | 55 |
| Total weight in flight (kg) | 110 | 190 |

| | | | |
|--|-------------------------------------|---|--|
| 1. Inflation/Take-off | B | | |
| Rising behaviour | Smooth, easy and constant rising | A | Easy rising, some pilot correction is required B |
| Special take off technique required | No | A | No A |
| 2. Landing | A | | |
| Special landing technique required | No | A | No A |
| 3. Speed in straight flight | B | | |
| Trim speed more than 30 km/h | Yes | A | Yes A |
| Speed range using the controls larger than 10 km/h | Yes | A | Yes A |
| Minimum speed | Less than 25 km/h | A | 25 km/h to 30 km/h B |
| 4. Control movement | A | | |
| Max. weight in flight up to 80 kg | | | |
| Symmetric control pressure / travel | not available | 0 | not available 0 |
| Max. weight in flight 80 kg to 100 kg | | | |
| Symmetric control pressure / travel | not available | 0 | not available 0 |
| Max. weight in flight greater than 100 kg | | | |
| Symmetric control pressure / travel | Increasing / greater than 65 cm | A | Increasing / greater than 65 cm A |
| 5. Pitch stability exiting accelerated flight | 0 | | |
| Dive forward angle on exit | not available | 0 | not available 0 |
| Collapse occurs | not available | 0 | not available 0 |
| 6. Pitch stability operating controls during accelerated flight | 0 | | |
| Collapse occurs | not available | 0 | not available 0 |
| 7. Roll stability and damping | A | | |
| Oscillations | Reducing | A | Reducing A |
| 8. Stability in gentle spirals | A | | |
| Tendency to return to straight flight | Spontaneous exit | A | Spontaneous exit A |
| 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 | | A | | |
| 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 | | No | |
| 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 | | 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) | | 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 | not available | 0 |
| Cascade occurs | No | A | not available | 0 |
| 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 0° to 15° | 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 re-inflation) | A | No (or only a small number of collapsed cells with a spontaneous re-inflation) | A |
| Twist occurs | No | A | No | A |
| Cascade occurs | No | A | No | A |
| 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° | 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 re-inflation) | A | No (or only a small number of collapsed cells with a spontaneous re-inflation) | A |
| Twist occurs | No | A | No | A |
| Cascade occurs | No | A | No | A |
| Folding lines used | No | | No | |
| 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 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 | |
| 15. Directional control with a maintained asymmetric collapse | | | | |
| 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 | | | | |
| Spin occurs | No | A | No | A |
| 17. Low speed spin tendency | | | | |
| Spin occurs | No | A | No | A |
| 18. Recovery from a developed spin | | | | |
| 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 | | | | |
| 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 | | | | |
| 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 | | | | |
| 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 maintaining big ears | not available | 0 | not available | 0 |

| | | | | |
|---|--------------------------|---|---------------|---|
| 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 |
| 24. Comments of test pilot | <input type="checkbox"/> | | | |
| Comments | | | | |