



Flight and Load test report - LTF It. 2. DV LuftGerPV §1, Nr. 7 c

Manufacturer X-dream Fly
Address Gerald Roschmann
 Unterbach 9
 6653 Bach / Tirol
 Austria

Certification number: RG 068.2013
Type/model: X-One 160
Total weight in flight: 160 kg

Description of tests	place:	date:	result:
1. Deployment system strength test A load of 700 N between each components	Villeneuve	02.11.2010	OK
2. Speed of opening test - ref. A (2 times) Time from the instant of free drop until a load of 200 N is sustained Opening time Opening time	Villeneuve Villeneuve	03.04.2013 03.04.2013	< 5 seconds < 5 seconds
3. Descent rate and stability test - ref. A and B (2 times) The paraglider is released as the parachute begins to open, minimum 100 m descent. Stability 1 Sink rate 1 Stability 2 Sink rate 2	Villeneuve Villeneuve Villeneuve Villeneuve	03.04.2013 03.04.2013 03.04.2013 03.04.2013	Stable 6.2 m/sec Stable 6.1 m/sec
4. Strength test 40 m/s opening shock (2 times) The drop test device is accelerated to a straight line velocity of 40 m/s. Speed of opening is less than 5 seconds and shock not exceeded 15g Test 1 Test 2 Test 3	Illarsaz Illarsaz Illarsaz	13.12.2012 13.12.2012 20.02.2013	OK OK OK
5. Interaction and stability test (piloted) - ref. C a the emergency parachute is deployed from a paraglider in normal straight flight. b the pilot shall take no action while the behaviour of the parachute and paraglider are observed 200 metres. c the pilot take action while the behaviour of the parachute and paraglider are observed 200 metres.			not available not available not available

The model described is in conformity with all points of the standard EN 12491:2001



For Air Turquoise SA

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ISO 9001
 BUREAU VERITAS
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Weather data, ref. 3 and B

Date / place	hPa	wind	temp	humidity
Villeneuve 03.04.2013	954.2	0 km/h	4.5°	60.0%
	Corrected mass:	156.37		
Villeneuve 03.04.2013	954.2	0 km/h	4.5°	60.0%
	Corrected mass:	156.37		

Reference

A. At horizontal airspeed 8 m/s and vertical speed 1.5 m/s

B. Formula to be used for correcting the test mass ofr differences from ICAO standard atmosphere

$$m_{corr} := m_{dec} \cdot \frac{p \cdot T_0}{p_0 \cdot T}$$

Ground level atmospheric pressure at the test location: (p)

ICAO standard atmospheric pressure at MSL: (p₀)

Ground level température at the test location: (T)

ICAO standard temperature at MSL: (T₀)

Total weight in flight: (m_{dec})

Corrected mass: (m_{corr})

C. Only parachute with controls for steering and landing flare



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