

European Academy of Parachute Rigging e.V - Luitpoldstr. 30 - D87700 Memmingen - Germany Under approval of **EPTA** European **P**araglider **T**estlaboratory **A**licane

	Minimum take off v	veight	Maximum take off weight		
Testpilot	Hannes Tschofen		Mario Eder	8	
Harness	Academy light		Academy Testgurt		
Pilot's take off weight	77 kg		97	kg Market	

Classification	С
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Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1					
Rising behavior		Delayed	В	Delayed	В
Special take off technique required		No	Α	No	Α
2. Landing - 4.4.2					
Special landing technique required		No	А	No	А
3. Speeds in straight flight - 4.4.3			•		•
Trim speed more than 30km/h		Yes	А	Yes	А
Speed range using the controls larger than 10km/h		Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
4. Control movement - 4.4.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing 45cm - 60cm	С	Increasing 45cm - 60cm	С
Max. weight in flight greater than 100kg			-	Increasing >65 cm	А
5. Pitch stability exiting accelerated flight - 4.4.	5				
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during acce	lerated fli	ght - 4.4.6			
Collapse occurs No		Α	No	Α	
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals - 4.4.8			•		•
Fendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply banked turn - 4.4.9					
Sink rate after two turns		More than 14m/s	В	More than 14m/s	В
10. Symmetric front collapse - 4.4.10					
Entry		Rocking back less than 45°	А	Rocking back less than 45°	Α
Recovery	trim speed	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	Ē	0° - 30° Keeping course	А	30° - 60° Keeping course	В
Cascade occurs	=	No	A	No	A
Entry	ō	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	elerated	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	96	,	Δ	, , , , , , , , , , , , , , , , , , , ,	R

	acce	0° - 30°	Entering a turn of	less than 90°	^	30° - 60°	Keeping course		Б
Cascade occurs	ğ	No			Α	No	-		Α
11. Exiting deep stall (parachutal stall) - 4.4.11		Las							
Deep stall achieved		Yes			Yes				
Recovery		Spontaneous in less than 3 sec		Α		n less than 3 sec		Α	
Dive forward angle on exit Change of course		0° - 30° Changing course less than 45°		A	30° - 60°	roo loos than 45°		В	
Cascade occurs		No	e less than 45		A A	No	se less than 45°		A
12. High angle of attack recovery - 4.4.12					, ,				
Recovery		Spontaneous in	less than 3 sec		А	Spontaneous i	n less than 3 sec		Α
Cascade occurs		No		A	No			A	
13. Recovery from a developed full stall - 4.4.1	3	140			А	140			A
Dive forward angle on exit	-	0° - 30°			А	30° - 60°			В
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse) Rocking backward		No Less than 45°		A A	No Less than 45°		A A		
Line tension		Most lines tight		A	Most lines tight		A		
14. Asymmetric collapse (trim speed) - 4.4.14									
Change of course until re-inflation	se	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-	-inflation		Α	Spontaneous r	e-inflation		Α
Total change of course	trim speed, x 50% colla	Less than 360°			А	Less than 360°	0		Α
Collapse on the opposite side occurs	trii Iax 5	No No			A	No			A
Twist occurs Cascade occurs	E	No No			A A	No No			A A
		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	C
Change of course until re-inflation	d, lapse			10° - 45°				40 - 6U°	
Re-inflation behavior Total change of course	trim speed, max 75% collapse	Spontaneous re- Less than 360°	-inflation		A	Spontaneous r Less than 360°			A
Collapse on the opposite side occurs	trim x 75	No			A A	No			A
Twist occurs	ma)	No			A	No			A
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	90	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	-inflation		А	Spontaneous r	e-inflation		А
Total change of course	elera % c	Less than 360°			Α	Less than 360°	0		A
Collapse on the opposite side occurs	aco ax 50	No			A	No			A
Twist occurs	Ĕ	No			A	No			A
Cascade occurs		No	1		Α	No			Α
Change of course until re-inflation	d, apse	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, x 75% collap	Spontaneous re-	-inflation		Α	Spontaneous r	e-inflation		Α
Total change of course	cele	Less than 360°			Α	Less than 360°	0		Α
					Α	No			
Collapse on the opposite side occurs	acı Tax 7	No			Λ				A
	accelerated, max 75% collapse	No No No			A A	No No			Α
Collapse on the opposite side occurs Twist occurs		No No			A A	No			
Collapse on the opposite side occurs Twist occurs Cascade occurs		No No				No			Α
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmetry	metric col	No No lapse - 4.4.15			A	No No			A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmatic occurs Able to keep course straight	netric col	No No lapse - 4.4.15 Yes	of the symmetric co	ontrol travel	A	No No Yes Yes	6 of the symmetric co	ntrol travel	A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmetry Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.4.16	netric col	No No lapse - 4.4.15 Yes Yes More than 50% o	of the symmetric co	ontrol travel	A A A	Yes Yes More than 50%	6 of the symmetric co	ntrol travel	A A A
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Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmatch and the seep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19	netric col	No No No lapse - 4.4.15 Yes Yes More than 50% of No Stops spinning in No Changing course	n 90° to 180°	ontrol travel	A A A A A A A A A A A A A A A A A A A	No No Yes Yes More than 50% No Stops spinning No Changing cour	in less than 90°	ntrol travel	A A A A A A
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Behaviour immediately after releasing the accelarator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral - 4.4.22				
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	No	С
23. Alternative means of directional control - 4.4.23				
180° turn achievable in 20 sec	Yes A Yes		Yes	Α
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configuration desc	ribed in the user's manual - 4.4.24			
Procedure works as descibed		NA		NA
Procedure suitable for novice pilots		NA		NA
Cascade occurs		NA		NA
25. Remarks of testpilot:				
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