

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 w	eight	Maximum take off weight		
Testpilot	Hannes Tschofen		Mario Eder		
Harness	Academy Testequipment		Academy Testgurt		
Pilot's take off weight	88 kg		97 kg		

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	А	No	А
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	Α
4. Control movement - 4.4.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing > 60cm	А		-
Max. weight in flight greater than 100kg			-	Increasing 50cm - 65cm	С
5. Pitch stability exiting accelerated flight - 4.4.5	i				
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during accel-	erated fli	ight - 4.4.6			
Collapse occurs No		No	Α	No	Α
7. Roll stability and damping - 4.4.7					
scillations		Reducing	Α	Reducing	Α
8. Stability in gentle spirals - 4.4.8		•	•		*
Tendency 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°	А
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	Α	No	Α
Entry	D	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	9	<u> </u>	Δ		R

Dive lotward arigie off exit	ассе	0° - 30°	Keeping course		A	30° - 60°	Keeping course		Ь
Cascade occurs	a	No			Α	No			Α
11. Exiting deep stall (parachutal stall) - 4.4.11									
Deep stall achieved		Yes				Yes			
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in	n less than 3 sec		Α	
Dive forward angle on exit		0° - 30°		A	30° - 60°	450		В	
Change of course  Cascade occurs		Changing course No	e less than 45°		A A	No Changing cour	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	1000 111011 0 000		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°			Α	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	
Line tension		Most lines tight		A	Most lines tight			A	
14. Asymmetric collapse (trim speed) - 4.4.14									
Change of course until re-inflation	esc	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	oeed,	Spontaneous re-	-inflation		Α	Spontaneous r	e-inflation		Α
Total change of course	trim speed, max 50% collapse	Less than 360°	Less than 360°		Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs		No No			A A	No No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	m	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous r	re-inflation		A
Total change of course	sper % cc	Less than 360°	imatori			Less than 360°			
Collapse on the opposite side occurs	trim x 75	No			A A	No			A
Twist occurs	ma	No			Α	No			Α
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	se	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	-inflation		А	Spontaneous r	e-inflation		Α
Total change of course	elera % o	Less than 360°			Α	Less than 360°	•		Α
Collapse on the opposite side occurs	acc 3x 5r	No			Α	No			Α
Twist occurs  Cascade occurs	Ĕ	No No			A	No No			A
				150 150	A			450 000	A
Change of course until re-inflation	ose	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
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Re-inflation behavior	erated, collap	Spontaneous re-	-inflation		А	Spontaneous r	e-inflation		А
Total change of course	celerated, 75% collap	Less than 360°	-inflation		Α	Less than 360°			Α
Total change of course Collapse on the opposite side occurs	accelerated, nax 75% collap	Less than 360°	-inflation		A A	Less than 360°			A A
Total change of course	accelerated, max 75% collapse	Less than 360°	-inflation		Α	Less than 360°			Α
Total change of course Collapse on the opposite side occurs Twist occurs		Less than 360° No No No	-inflation		A A A	Less than 360° No No			A A A
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs		Less than 360° No No No	-inflation		A A A	Less than 360° No No			A A A
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs  15. Directional control with a maintained asymmetry	metric col	Less than 360° No No No No No	-inflation		A A A	Less than 360° No No No			A A A
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs  15. Directional control with a maintained asymmatic of the course straight	metric col	Less than 360° No No No No No Yes Yes	of the symmetric cor	ntrol travel	A A A A	Less than 360° No No No Yes Yes		ontrol travel	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	No	С	No	С
23. Alternative means of directional control - 4.4.23	,			
180° turn achievable in 20 sec	Yes	A 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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