



EAPR e.V - Marktstr. 11 - D-87730 Bad Grönenbach - Germany

	Minimum take off w	eight	Maximum take off weight		
Testpilot	Hannes Tschofen		Anselm Rauh		
Harness	Academy Test Equipment		Academy Test Equipment	Anselm Rauh	
Pilot's take off weight	90 kg		110 kg		

Classification	D
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Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.1.1					
Rising behavior		Overhsoots, must be slowed down to avoid a front collaps	t C	Overhsoots, must be slowed down to avoid a front collaps	С
Special take off technique required		No	Α	No	Α
2. Landing - 4.1.2					
Special landing technique required		No	Α	No	Α
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes	Α	Yes	А
Speed range using the controls larger than 10km/l	Speed range using the controls larger than 10km/h		Α	Yes	Α
Minimum speed		25 km/h to 30 km/h	В	25 km/h to 30 km/h	В
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing 45cm - 60cm	С		-
Max. weight in flight greater than 100kg	ax. weight in flight greater than 100kg		-	Increasing 50cm - 65cm	С
5. Pitch stability exiting accelerated flight - 4.1	.5				
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during acc	elerated fl	ight - 4.1.6			
Collapse occurs		No	А	No	А
7. Roll stability and damping - 4.1.7		<u> </u>			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals - 4.1.8		<u> </u>			
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn - 4.1.9					
Sink rate after two turns		More than 14m/s B		More than 14m/s	В
10. Symmetric front collapse - 4.1.10					
Entry	_	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	trim speed	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	.⊑	0° - 30° Entering a turn of 90° to 180°	С	30° - 60° Keeping course	В
Cascade occurs	-	No	Α	No	Α
Entry	70	Rocking back less than 45°	Α	Rocking back greater than 45°	С
Recovery	rate	Spontaneous in less than 3 sec	А	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	accelerated	30° - 60° Keeping course	В	30° - 60° Entering a turn of less than 90°	В
Cascade occurs	ä	No	A	No	A

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11. Exiting deep stall (parachutal stall) - 4.1.11									
Deep stall achieved		Yes				Yes			
Recovery	_	Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Dive forward angle on exit		30° - 60° B 30° - 60°					В		
Change of course		Changing course less than 45°		A	Changing course less than 45°			A	
Cascade occurs		No			Α	No			Α
12. High angle of attack recovery - 4.1.12									
Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Cascade occurs		No			Α	No			Α
13. Recovery from a developed full stall - 4.1.1	3								
Dive forward angle on exit		60° - 90°			С	60° - 90°			С
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) - 4.1.14									
Change of course until re-inflation		< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Change of course and to amazer	- Jabse			0 .0	,,	100		.0 .0	
Re-inflation behavior	trim speed, max 50% collapse	Inflates in less th	nan 3 sec from sta	irt of pilot action	С	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course	m sk .00	Less than 360° No No		Α	Less than 360°			Α	
Collapse on the opposite side occurs	ax E			A	No			A	
Twist occurs Cascade occurs	E	No			A	No No			A
		< 90°	Dive or roll angle	45° - 60°	C	90° - 180°	Dive or roll angle	45° - 60°	C
Change of course until re-inflation	bse	< 90.	Dive or roll angle	40° - 60°	U	90 - 180°	DIVE OF FOIL BRIGIE	45° - 60°	C
Re-inflation behavior	trim speed, max 75% collapse	Inflates in less th	nan 3 sec from sta	rt of pilot action	С	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course	2% c	Less than 360°			Α	Less than 360°			A
Collapse on the opposite side occurs	trin ax 73	No			Α	Yes, no turn rev	ersal		С
Twist occurs Cascade occurs	Ĕ	No No			A	No No			A
Castage occurs		INO	1	ı	Α	140	1		Α
Change of course until re-inflation	Ф	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	60° - 90°	С
De la flaction haben for	accelerated, max 50% collapse	1.55-1				Lafferta e la Laca d	0		
Re-inflation behavior	accelerated, x 50% collap		to 5 sec from star	t of pilot action	D		nan 3 sec from sta	rt of pilot action	С
Total change of course	Ccel 20%	Less than 360°			A	Less than 360° Yes, no turn reversal			A
Collapse on the opposite side occurs Twist occurs	nax a	No No		A A	No			C A	
Cascade occurs		No			A	No			A
Change of course until re-inflation	ø.	180° - 360°	Dive or roll angle	45° - 60°	С	> 360°	Dive or roll angle	45° - 60°	D
-	accelerated, max 75% collapse	-	1				1		
Re-inflation behavior	accelerated x 75% colla	Inflates in 3 sec	to 5 sec from star	t of pilot action	D	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course	cele 75%	Greater than 360			С	Greater than 360			С
Collapse on the opposite side occurs Twist occurs	ах	Yes, no turn rev	ersal		C A	Yes, no turn rev	ersal		C A
Cascade occurs		No			A	No			A
15. Directional control with a maintained asymi	metric col	lapse - 4.1.15							
Able to keep course straight		Yes			Α	Yes			А
180° turn away from the collapsed side possible in	10 sec	Yes			Α	Yes			Α
		More than 50% of the symmetric control travel A More than 50%							
Amount of control range between turn and stall or	spin	More than 50%	of the symmetric of	control travel	Α	More than 50%	of the symmetric o	ontrol travel	Α
16. Trim speed spin tendency - 4.1.16									
Spin occurs		No			Α	No			Α
17. Low speed spin tendency - 4.1.17		LM				Lvi			
Spin occurs		No			Α	No			Α
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in	n less than 90°		Α	Stops spinning in 90° to 180°			С
Cascade occurs		No			Α	No			Α
19. B-line-stall - 4.1.19									
Change of source before release		Changing course	e less than 45°			Changing course	e less than 45°		Α
Change of course before release		3 3			Α	Changing course			С
Change of course before release Behaviour before release			with straight span		A		without straight sp	an	
Behaviour before release		Remains stable	with straight span		А	Remains stable		an	^
Behaviour before release Recovery		Remains stable Spontaneous in	with straight span		A A	Remains stable Spontaneous in		ean	A
Behaviour before release Recovery Dive forward angle on exit		Remains stable Spontaneous in 0° - 30°	with straight span		A A A	Remains stable Spontaneous in 30° - 60°		an	Α
Behaviour before release Recovery Dive forward angle on exit Cascade occurs		Remains stable Spontaneous in	with straight span		A A	Remains stable Spontaneous in		an	
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20		Remains stable Spontaneous in 0° - 30° No	with straight span		A A A	Remains stable Spontaneous in 30° - 60° No	less than 3 sec	an	A A
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure		Remains stable Spontaneous in 0° - 30° No Special device in	with straight span		A A A A	Remains stable Spontaneous in 30° - 60° No Special device n	less than 3 sec	an	Α
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20		Remains stable Spontaneous in 0° - 30° No Special device in Stable flight	with straight span less than 3 sec		A A A	Remains stable Spontaneous in 30° - 60° No	less than 3 sec	an	A A
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure		Remains stable Spontaneous in 0° - 30° No Special device in Stable flight Recovery throug	with straight span		A A A A	Remains stable Spontaneous in 30° - 60° No Special device n	less than 3 sec	an	A A
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears		Remains stable Spontaneous in 0° - 30° No Special device in Stable flight	with straight span less than 3 sec		A A A A	Remains stable Spontaneous in 30° - 60° No Special device of Stable flight	less than 3 sec	an	A A A
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery		Remains stable Spontaneous in 0° - 30° No Special device in Stable flight Recovery throug 3 sec	with straight span less than 3 sec		A A A B	Remains stable Spontaneous in 30° - 60° No Special device in Stable flight Spontaneous in	less than 3 sec	an	A A A B
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21		Remains stable Spontaneous in 0° - 30° No Special device in Stable flight Recovery throug 3 sec 0° - 30°	with straight span less than 3 sec equired ph pilot action in le		A A A B A	Remains stable Spontaneous in 30° - 60° No Special device in Stable flight Spontaneous in 0° bis 30°	equired 3 to 5 sec	an	A A A B A
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure		Remains stable Spontaneous in 0° - 30° No Special device in Stable flight Recovery throug 3 sec 0° - 30° Special device in	with straight span less than 3 sec equired ph pilot action in le		A A A B A A	Remains stable Spontaneous in 30° - 60° No Special device n Stable flight Spontaneous in 0° bis 30°	equired 3 to 5 sec	an	A A B A A
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears		Remains stable Spontaneous in 0° - 30° No Special device in Stable flight Recovery throug 3 sec 0° - 30° Special device in Stable flight	with straight span less than 3 sec equired ph pilot action in le	ss than a further	A A A B A A A	Remains stable Spontaneous in 30° - 60° No Special device of Stable flight Spontaneous in 0° bis 30° Special device of Stable flight	equired 3 to 5 sec	an	A A B A A
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery		Remains stable Spontaneous in 0° - 30° No Special device of Recovery throug 3 sec 0° - 30° Special device of Stable flight Recovery throug 3 sec	with straight span less than 3 sec equired ph pilot action in le	ss than a further	A A A B A A B B	Remains stable Spontaneous in 30° - 60° No Special device in Stable flight Spontaneous in 0° bis 30° Special device in Stable flight Spontaneous in	equired 3 to 5 sec	an	A A B A A A A
Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears		Remains stable Spontaneous in 0° - 30° No Special device or Stable flight Recovery throug 3 sec 0° - 30° Special device or Stable flight Recovery throug	with straight span less than 3 sec equired ph pilot action in le	ss than a further	A A A B A A A	Remains stable Spontaneous in 30° - 60° No Special device of Stable flight Spontaneous in 0° bis 30° Special device of Stable flight	equired 3 to 5 sec	an	A A B A A

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22. Behaviour exiting a steep spiral - 4.1.22					
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α	
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	А	
23. Alternative means of directional control - 4.1.23	•				
180° turn achievable in 20 sec	Yes	Α	Yes	А	
Stall or spin occurs	No	Α	No	Α	
24. Any other flight procedure and/or configuration de	scribed in the user's manual - 4.1.24				
Procedure works as descibed		NA		NA	
Procedure suitable for novice pilots		NA		NA	
Cascade occurs		NA		NA	
25. Remarks of testpilot:					
			Neigt beim Stall zu kleinen Verhängungen der Aussenflügel		
		•			
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