




Manufacturer		Type testing No.	EAPR-GS-7395/11
		Date of testing	08.-23.02.2011
Model	Magus XC 2-25	Location	Schruns + Gardasee



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

	Minimum take off weight	Maximum take off weight
Testpilot	Mike Küng 	Tschofen Johannes 
Harness	Academy-Equipment	Academy test Equipment
Pilot's take off weight	83 kg	100 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	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A			
Special take off technique required	No	A	No	A			
2. Landing - 4.1.2							
Special landing technique required	No	A	No	A			
3. Speeds in straight flight - 4.1.3							
Trim speed more than 30km/h	Yes	A	Yes	A			
Speed range using the controls larger than 10km/h	Yes	A	Yes	A			
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A			
4. Control movement - 4.1.4							
Max. weight in flight up to 80kg		-		-			
Max. weight in flight 80 to 100kg	Increasing 45cm - 60cm	C	Increasing 45cm - 60cm	C			
Max. weight in flight greater than 100kg		-		-			
5. Pitch stability exiting accelerated flight - 4.1.5							
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A			
Collapse occurs	No	A	No	A			
6. Pitch stability operating controls during accelerated flight - 4.1.6							
Collapse occurs	No	A	No	A			
7. Roll stability and damping - 4.1.7							
Oscillations	Reducing	A	Reducing	A			
8. Stability in gentle spirals - 4.1.8							
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A			
9. Behaviour in a steeply banked turn - 4.1.9							
Sink rate after two turns	12m/s to 14m/s	A	More than 14m/s	B			
10. Symmetric front collapse - 4.1.10							
Entry	trim speed	Rocking back less than 45°	A	Rocking back less than 45°	A		
Recovery		Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A		
Dive forward angle on exit		30° - 60°	Entering a turn of less than 90°	B	30° - 60°	Entering a turn of less than 90°	B
Cascade occurs		No	A	No	A		
Entry	accelerated	Rocking back less than 45°	A	Rocking back less than 45°	A		
Recovery		Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A		
Dive forward angle on exit		30° - 60°	Entering a turn of less than 90°	B	30° - 60°	Entering a turn of less than 90°	B
Cascade occurs		No	A	No	A		

11. Exiting deep stall (parachutal stall) - 4.1.11									
Deep stall achieved	Yes				Yes				
Recovery	Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec				A
Dive forward angle on exit	0° - 30°			A	0° - 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 - 4.1.12									
Recovery	Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec				A
Cascade occurs	No			A	No				A
13. Recovery from a developed full stall - 4.1.13									
Dive forward angle on exit	30° - 60°			B	30° - 60°				B
Collapse	No collapse			A	No collapse				A
Cascade occurs (other than collapse)	No			A	No				A
Rocking backward	Less than 45°			A	Less than 45°				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	trim speed, max 50% collapse	< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	0° - 15°	A
Re-inflation behavior		Inflates in less than 3 sec from start of pilot action			C	Inflates in less than 3 sec from start of pilot action			C
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs	No			A	No				A
Change of course until re-inflation	trim speed, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior		Inflates in less than 3 sec from start of pilot action			C	Inflates in less than 3 sec from start of pilot action			C
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs	No			A	No				A
Change of course until re-inflation	accelerated, max 50% collapse	90° - 180°	Dive or roll angle	45° - 60°	C	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior		Inflates in less than 3 sec from start of pilot action			C	Inflates in less than 3 sec from start of pilot action			C
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs	No			A	No				A
Change of course until re-inflation	accelerated, max 75% collapse	180° - 360°	Dive or roll angle	60° - 90°	D	90° - 180°	Dive or roll angle	15° - 45°	B
Re-inflation behavior		Inflates in less than 3 sec from start of pilot action			C	Inflates in less than 3 sec from start of pilot action			C
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs	No			A	No				A
15. Directional control with a maintained asymmetric collapse - 4.1.15									
Able to keep course straight	Yes			A	Yes				A
180° turn away from the collapsed side possible in 10 sec	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 - 4.1.16									
Spin occurs	No			A	No				A
17. Low speed spin tendency - 4.1.17									
Spin occurs	No			A	No				A
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release	Stops spinning in 90° to 180°			C	Stops spinning in 90° to 180°				C
Cascade occurs	No			A	No				A
19. B-line-stall - 4.1.19									
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 sec			A	Spontaneous in less than 3 sec				A
Dive forward angle on exit	0° - 30°			A	30° - 60°				A
Cascade occurs	No			A	No				A
20. Big ears - 4.1.20									
Entry procedure	Special device required			A	Special device required				A
Behaviour during big ears	Stable flight			A	Stable flight				A
Recovery	Spontaneous in 3 to 5 sec			B	Spontaneous in 3 to 5 sec				B
Dive forward angle on exit	0° - 30°			A	0° bis 30°				A
21. Big Ears in accelerated flight - 4.1.21									
Entry procedure	Special device required			A	Special device required				A
Behaviour during big ears	Stable flight			A	Stable flight				A
Recovery	Spontaneous in 3 to 5 sec			A	Spontaneous in 3 to 5 sec				A
Dive forward angle on exit	0° - 30°			A	0° bis 30°				A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight			A	Stable flight				A

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