



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

	Minimum take off we	eight	Maximum take off weight		
Testpilot	Mike Küng		Christian Amon		
Harness	Academy-Equipment	The state of the s	Academy-Equipment	\$6000 B	
Pilot's take off weight	65 kg		85 kg	بال	

Classification	С
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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	Α	Smooth, easy and constant rising	Α
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	Α
Speed range using the controls larger than 10km/h		Yes	Α	Yes	Α
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg		Increasing > 55cm	А		-
Max. weight in flight 80 to 100kg			-	Increasing > 60cm	А
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°	Α	Dive forward less than 30°	Α
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during acce	lerated fl	ght - 4.1.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	Α	Reducing	Α
8. Stability in gentle spirals - 4.1.8					
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	В	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 3 to 5 sec	В
Dive forward angle on exit	Ξ	0° - 30° Entering a turn of 90° to 180°	С	0° - 30° Entering a turn of 90° to 180°	С
Cascade occurs		No	Α	No	Α
Entry	p	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	accelerated	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	CCE	0° - 30° Entering a turn of 90° to 180°	С	0° - 30° Entering a turn of 90° to 180°	С
Cascade occurs		No	Α	No	Α

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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		0° - 30°			Α	0° - 30°			Α
Change of course		Changing course	e less than 45°		Α		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 - 4.1.13	3								
Dive forward angle on exit Collapse		30° - 60° No collapse			B A	30° - 60° No collapse			B A
Cascade occurs (other than collapse)		No			A	No			A
Rocking backward Line tension		Less than 45° Most lines tight		A	Less than 45° Most lines tight			A	
14. Asymmetric collapse (trim speed) - 4.1.14		wost lines tight			Α	wost lines tight			Α
		. 00%	Discount and	450 450	Δ.	.00%	Discount of the sector	450 450	^
Change of course until re-inflation	esd	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	trim speed, max 50% collapse	Inflates in less th	han 3 sec from sta	art of pilot action	С	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course	trim speed, x 50% colla	Less than 360°		Α	Less than 360°			Α	
Collapse on the opposite side occurs	ax 5	No			Α	No			A
Twist occurs Cascade occurs	٤	E No A No No A No				A			
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
	trim speed, max 75% collapse								
Re-inflation behavior	beec colls	Inflates in less th	han 3 sec from sta	art of pilot action	С	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course	m st 75%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	nax .	Yes, no turn reve	ersal		C A	No No			A
Cascade occurs	_	No	_		A	No			A
		1 000		450 450		000	I	450 450	
Change of course until re-inflation	, pse	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	accelerated, max 50% collapse	Inflates in less th	han 3 sec from sta	art of pilot action	С	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course	celer 50%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	ac lax 5	No			A	No			A
Twist occurs Cascade occurs	٤	No No			A A	No No			A
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
-	accelerated, max 75% collapse								
Re-inflation behavior	accelerated x 75% colla		han 3 sec from sta	art of pilot action	С		nan 3 sec from sta	rt of pilot action	С
Total change of course Collapse on the opposite side occurs	ccelt	Less than 360° Yes, no turn reve	ersal		A C	Less than 360° No			A
Twist occurs	a max	No	5.5ui		A	No			A
Cascade occurs		No			Α	No			Α
15. Directional control with a maintained asymn	netric col					Voc			
Able to keep course straight	40 - : :	Yes			A	Yes			Α
180° turn away from the collapsed side possible in 10 sec		Yes			162			٨	
- turn away from the collapsed side possible in	10 260	Yes			Α	Yes			Α
Amount of control range between turn and stall or s			of the symmetric of	control travel	A		of the symmetric o	ontrol travel	A A
			of the symmetric of	control travel			of the symmetric o	ontrol travel	
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs			of the symmetric o	control travel			of the symmetric c	ontrol travel	
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17		More than 50% o	of the symmetric c	control travel	A	More than 50% o	of the symmetric c	ontrol travel	A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs		More than 50% of	of the symmetric o	control travel	А	More than 50% of	of the symmetric c	ontrol travel	A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18		More than 50% (control travel	A	More than 50% (ontrol travel	A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release		No No Stops spinning in		control travel	A A A	No No Stops spinning in		ontrol travel	A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs		More than 50% (control travel	A	More than 50% (ontrol travel	A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19		No No Stops spinning in	n less than 90°	control travel	A A A	No No Stops spinning in	n less than 90°	ontrol travel	A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release		No No Stops spinning in No Changing course	n less than 90° e less than 45°		A A A A	No No Stops spinning in No Changing course	n less than 90°	ontrol travel	A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19		No No Stops spinning in No Changing course	n less than 90°		A A A	No No Stops spinning in No Changing course	n less than 90°	ontrol travel	A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release		No No Stops spinning in No Changing course	n less than 90° e less than 45° with straight span		A A A A	No No Stops spinning in No Changing course	n less than 90° e less than 45° with straight span	ontrol travel	A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit		More than 50% of No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60°	n less than 90° e less than 45° with straight span		A A A A A	No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60°	n less than 90° e less than 45° with straight span	ontrol travel	A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs		No Stops spinning in No Changing course Remains stable Spontaneous in	n less than 90° e less than 45° with straight span		A A A A A	No Stops spinning in No Changing course Remains stable Spontaneous in	n less than 90° e less than 45° with straight span	ontrol travel	A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20		No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No	n less than 90° e less than 45° with straight span less than 3 sec		A A A A A	No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No	n less than 90° e less than 45° with straight span less than 3 sec	ontrol travel	A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure		More than 50% of No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re	n less than 90° e less than 45° with straight span less than 3 sec		A A A A A A A	More than 50% of No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re	n less than 90° e less than 45° with straight span less than 3 sec	ontrol travel	A A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears		No No Stops spinning is No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight	n less than 90° e less than 45° with straight span less than 3 sec equired		A A A A A A A A A A A A	No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight	n less than 90° eless than 45° with straight span less than 3 sec equired	ontrol travel	A A A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery		No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in	n less than 90° e less than 45° with straight span less than 3 sec equired		A A A A A A A	No No Stops spinning is No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in	n less than 90° eless than 45° with straight span less than 3 sec equired	ontrol travel	A A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release 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		No No Stops spinning is No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight	n less than 90° e less than 45° with straight span less than 3 sec equired		A A A A A A A A A A A A	No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight	n less than 90° eless than 45° with straight span less than 3 sec equired	ontrol travel	A A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery		No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in	n less than 90° e less than 45° with straight span less than 3 sec equired		A A A A A A A A A A A A A	No No Stops spinning is No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in	n less than 90° eless than 45° with straight span less than 3 sec equired	ontrol travel	A A A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release 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		No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in	n less than 90° e less than 45° with straight span less than 3 sec equired less than 3 sec		A A A A A A A A A A A A A	No No Stops spinning is No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in	n less than 90° eless than 45° with straight span less than 3 sec equired less than 3 sec	ontrol travel	A A A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release 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 Cascade occurs		More than 50% of No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in 0° - 30°	n less than 90° e less than 45° with straight span less than 3 sec equired less than 3 sec		A A A A A A A A A A A A A A A A A A A	More than 50% of No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in 0° bis 30°	n less than 90° eless than 45° with straight span less than 3 sec equired less than 3 sec	ontrol travel	A A A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release 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		More than 50% of No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device results Spontaneous in 0° - 30° Special device results Spontaneous in 0° - 30°	n less than 90° e less than 45° with straight span less than 3 sec equired less than 3 sec		A A A A A A A A A A A A A A A A A A A	More than 50% of No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device restable flight Spontaneous in 0° bis 30°	n less than 90° e less than 45° with straight span less than 3 sec equired less than 3 sec	ontrol travel	A A A A A A A A A A A A A A A A A A A
Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release 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		More than 50% of No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in 0° - 30° Special device re Stable flight	n less than 90° e less than 45° with straight span less than 3 sec equired less than 3 sec		A A A A A A A A A A A A A A A A A A A	More than 50% of No No Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in 0° bis 30° Special device re Stable flight	n less than 90° e less than 45° with straight span less than 3 sec equired less than 3 sec	ontrol travel	A A A A A A A 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	А	Yes	Α
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configuration d	escribed 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:				
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