



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

	Minimum take off w	eight	Maximum take off weight			
Testpilot	Tschofen Johannes		Anselm Rauh			
Harness	Academy Test Equipment		EAPR Testequipment	Anselm Rauh		
Pilot's take off weight	105 kg		130 kg			

assification	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	А
Special take off technique required		No	Α	No	А
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	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			-		-
Max. weight in flight greater than 100kg		Increasing 50cm - 65cm	С	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°	Α
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during acce	elerated fl	ght - 4.1.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations	illations 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	<u>.</u> E	0° - 30° Entering a turn of 90° to 180°	С	30° - 60° Entering a turn of less than 90°	В
Cascade occurs	1	No	Α	No	Α
Entry	ō	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	accelerated	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	acce	30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of 90° to 180°	С
Cascade occurs	to .	No	Α	No	Α

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11. Exiting deep stall (parachutal stall) - 4.1.11									
Deep stall achieved	-	Yes				Yes			
Recovery	· <u>—</u>	Spontaneous in	less than 3 sec		Α	Spontaneous in less than 3 sec			Α
Dive forward angle on exit		0° - 30°		A	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						1			
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		30° - 60°			В	30° - 60°			В
Collapse Cascade occurs (other than collapse)		No collapse No		A A	No collapse No			A	
Rocking backward		Less than 45°		A	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	Φ	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α
	trim speed, max 50% collapse							<u> </u>	
Re-inflation behavior	trim speed, x 50% colla		nan 3 sec from sta	rt of pilot action	С		nan 3 sec from sta	art of pilot action	С
Total change of course	im s 50%	Less than 360°		A	Less than 360°		A		
Collapse on the opposite side occurs Twist occurs	nax tr	No No		A A	No No			A	
Cascade occurs		No			A	No			A
Change of course until re-inflation	<i>a</i>	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	45° - 60°	С
	trim speed, max 75% collapse								
Re-inflation behavior	trim speed x 75% colla	Inflates in less th	nan 3 sec from sta	rt of pilot action	С	Spontaneous re-	inflation		Α
Total change of course	m sg 75%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	tri Tax 7	No No			A	No No			A
Cascade occurs	⊢	No			A A	No			A
			I	Ι		1	I	ı	
Change of course until re-inflation	se	< 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	nan 3 sec from sta	rt of pilot action	С	Spontaneous re-	inflation		Α
Total change of course	elera % c	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	acc ix 5(No			A	No			A
Twist occurs	. e	No A No			Α				
Cascade occurs		No	1	ı	Α	No	T	T	Α
Change of course until re-inflation	Se	180° - 360°	Dive or roll angle	45° - 60°	С	180° - 360°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 75% collapse	Inflates in less th	nan 3 sec from sta	rt of pilot action	С	Spontaneous re-	inflation		Α
Total change of course	seler 5%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	acc ax 7	No			A	No No			A
Twist occurs Cascade occurs	Ε	No No			A A	No			A A
15. Directional control with a maintained asymi	netric col	lapse - 4.1.15				•			
Able to keep course straight		Yes			Α	Yes			Α
180° turn away from the collapsed side possible in	10 sec	Yes			Α	Yes			Α
Amount of control range between turn and stall or	spin	25% to 50% of the	ne symmetric conf	trol travel	С	More than 50% of the symmetric control travel			А
16. Trim speed spin tendency - 4.1.16	_						•		
Spin occurs		No			А	No			А
17. Low speed spin tendency - 4.1.17		1							
Spin occurs		No			Α	No			Α
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in	n 90° to 180°		С	Stops spinning in	n 90° to 180°		С
			-			Stops spinning in 90° to 180°		A	
Cascade occurs		No							
Cascade occurs 19. B-line-stall - 4.1.19		No			A	No			A
19. B-line-stall - 4.1.19		'	e less than 45°		A	No	e less than 45°		
		Changing course	e less than 45° with straight span			No Changing course	e less than 45° without straight sp	pan	A
19. B-line-stall - 4.1.19 Change of course before release Behaviour before release		Changing course Remains stable	with straight span		A A	No Changing course Remains stable	without straight sp	pan	A C
19. B-line-stall - 4.1.19 Change of course before release		Changing course	with straight span		A A A	No Changing course	without straight sp	oan	A C A
19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs		Changing course Remains stable Spontaneous in	with straight span		A A	No Changing course Remains stable Spontaneous in	without straight sp	pan	A C
19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit		Changing course Remains stable Spontaneous in 0° - 30°	with straight span		A A A	No Changing course Remains stable Spontaneous in 30° - 60°	without straight sp	oan	A C A
19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs		Changing course Remains stable Spontaneous in 0° - 30°	with straight span		A A A	No Changing course Remains stable Spontaneous in 30° - 60°	without straight spless than 3 sec	oan	A C A
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		Changing course Remains stable Spontaneous in 0° - 30° No	with straight span		A A A A A	Changing course Remains stable Spontaneous in 30° - 60° No	without straight spless than 3 sec	pan	A C A A
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		Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Recovery throug	with straight span	ss than a further	A A A A	Changing course Remains stable Spontaneous in 30° - 60° No	without straight spless than 3 sec	pan	A A A
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		Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Recovery throug 3 sec	with straight span less than 3 sec	ss than a further	A A A A A B	Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in	without straight spless than 3 sec	pan	A C A A A A
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		Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Recovery throug	with straight span less than 3 sec	ss than a further	A A A A A	Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight	without straight spless than 3 sec	pan	A A A A
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		Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Recovery throug 3 sec 0° - 30°	with straight span less than 3 sec equired th pilot action in le	ss than a further	A A A A B A	Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in 0° bis 30°	without straight spless than 3 sec equired	pan	A C C A A A A A A A A
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		Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Recovery throug 3 sec 0° - 30° Special device re	with straight span less than 3 sec equired th pilot action in le	ss than a further	A A A A A A A A A A A A A A A A A A A	No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in 0° bis 30° Special device re	without straight spless than 3 sec equired	pan	A C C A A A A A A A A A
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		Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Recovery throug 3 sec 0° - 30° Special device re Stable flight	with straight span less than 3 sec equired h pilot action in le		A A A A A B A A A A	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	equired less than 3 sec	pan	A C C A A A A A A A A
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		Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Recovery throug 3 sec 0° - 30° Special device re Stable flight	with straight span less than 3 sec equired th pilot action in le		A A A A A A A A A A A A A A A A A A A	No Changing course Remains stable Spontaneous in 30° - 60° No Special device re Stable flight Spontaneous in 0° bis 30° Special device re	equired less than 3 sec	pan	A C C A A A A A A A A A
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		Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Recovery throug 3 sec 0° - 30° Special device re Stable flight Recovery throug	with straight span less than 3 sec equired h pilot action in le		A A A A A B A A A A	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	equired less than 3 sec	pan	A C 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	А	Less than 720°, spontaneous recovery	Α	
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 des	cribed 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:					
			B-Stall wird instabil, wenn die B-Gurte bis zum Anschlag gezogen werder		
			Neigung zu kleinen Verhängern beim Fullstall, die sich aber problemlos lösen lasser		
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