Manufacturer		Type testing No.	EAPR-GS-7521/12	The second secon
	MAGRARA	Date of testing	0612.02.2012	XEAPR
Model	Yukon 25	Location	Silvretta + Stubai	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirn

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

	Minimum take off we	eight	Maximum take off weight		
Testpilot	Mike Küng	A	Tschofen Johannes		
Harness	Academy-Eqipment	(E)	Academy Test Equipment		
Pilot's take off weight	75 kg		95 kg		

Classification

В



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	А	Smooth, easy and constant rising	А
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	А	Yes	A
Speed range using the controls larger than 10km/	h	Yes	А	Yes	А
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		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	ł			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	А	
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during acc	elerated f	light - 4.1.6			
Collapse occurs N		No	А	No	A
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	А	Reducing	A
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	А	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°	A	Rocking back less than 45°	Α
Recovery	speed	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	trim	0° - 30° Keeping course	A	0° - 30° Keeping course	A
Cascade occurs	t	No	А	No	A
Entry	p	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	accelerated	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	acce	0° - 30° Keeping course	А	0° - 30° Keeping course	A
Cascade occurs	o,	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			А	
Dive forward angle on exit		0° - 30°		A	0° - 30°		A		
Change of course		Changing course	e less than 45°		A	Changing course	e less than 45°		A
Cascade occurs		No			А	A No			А
12. High angle of attack recovery - 4.1.12									
Recovery		Spontaneous in	less than 3 sec		А	Spontaneous in	less than 3 sec		А
Cascade occurs		No			А	No			A
13. Recovery from a developed full stall - 4.1.1	3								
Dive forward angle on exit		0° - 30°			A	0° - 30°			A
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse No			A A
Rocking backward		Less than 45°			A	Less than 45°			A
Line tension		Most lines tight			А	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14	1	1	1				1		
Change of course until re-inflation	se	< 90°	Dive or roll angle	0° - 15°	А	< 90°	Dive or roll angle	0° - 15°	А
Re-inflation behavior	ed, ollap	Spontaneous re-	-inflation	•	А	Spontaneous re-	-inflation		А
Total change of course	sper % cc	Less than 360°							
Collapse on the opposite side occurs	trim 50	No		A	Less than 360° No		A A		
Twist occurs	max	No			A	No			A
Cascade occurs	-	No			A	No			A
Change of course until re-inflation	e	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	ied, ollaps	Spontaneous re-	-inflation		A	Spontaneous re-	-inflation	1	A
Total change of course	spe % ci	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim x 75	No			A	No			A
Twist occurs	ma	No			A	No			A
Cascade occurs	accelerated, max 50% collapse	No			A	No	-		A
Change of course until re-inflation	g	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	ied, ollaps	Spontaneous re-	-inflation		A	Spontaneous re-	-inflation		А
	accelerated, trim speed, trim spee	Less than 360°	inidion				initiation		
Total change of course Collapse on the opposite side occurs	150°	No			A	Less than 360° No			A A
Twist occurs	may	No			A	No			A
Cascade occurs		No	1		A	No		1	A
Change of course until re-inflation	accelerated, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior		Spontaneous re-	-inflation		А	Spontaneous re-	-inflation		А
Total change of course		Less than 360°			А	Less than 360° No No			A
					A				A
Cascade occurs	5	No			A	No			A A
15. Directional control with a maintained asymptotic	metric col	lapse - 4.1.15							
Able to keep course straight		Yes			А	Yes			A
180° turn away from the collapsed side possible in	n 10 sec	Yes			A	Yes			A
Amount of control range between turn and stall or spin		More than 50% of the symmetric control travel		А	More than 50% of the symmetric control travel		A		
16. Trim speed spin tendency - 4.1.16		L				L 11			
Spin occurs		NO			A	No			A
17. Low speed spin tendency - 4.1.17 Spin occurs		No			Δ	No			A
18. Recovery from a developed spin - 4.1.18		110			A	110			A
		Stops spinning i	in less than 90°		A	Stops spinning i	n less than 90°		А
					A	No			A
		Changing course	e less than 45°		А	Changing cours	e less than 45°		A
Behaviour before release				1	A		with straight span	l	A
Recovery		Spontaneous in	less than 3 sec		A	Spontaneous in			A
Dive forward angle on exit		0° - 30°			A	0° - 30°			A
Cascade occurs		No			A	No			A
20. Big ears - 4.1.20									
Entry procedure		Special device re	equired		А	Standard techni	que		А
Behaviour during big ears		Stable flight			A	Stable flight			A
Recovery		Spontaneous in	3 to 5 sec		В	Spontaneous in	less than 3 sec		А
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 re	equired		А	Special device re	equired		А
	Inge of course until re-inflation 90° - 180° Dive or rot angle 15 Inflation behavior 15 Spontaneous re-inflation 15 Id change of course Spontaneous re-inflation 15 ad change of course No No Cade occurs No No Directional control with a maintained asymmetric collapse - 4.1.15 Person No Directional control with a maintained asymmetric collapse - 4.1.15 Person No Purn away from the collapsed side possible in 10 sec Yes Yes Purn away from the collapsed side possible in 10 sec Yes No Trim speed spin tendency - 4.1.16 No No noccurs No No No Low speed spin tendency - 4.1.17 No No noccurs No No Bline-stall - 4.1.19 No No Bline-stall - 4.1.19 No No Bline-stall - 4.1.19 No No Blig ears - 4.1.20 No No No No No Big ears - 4.1.20 No No No procedure Special device required aviour dangle on exit 0° - 30° Groward angle on exit 0° - 30° Stable fli					Stable flight			
		-	h pilot action in le	ess than a further	A		2 to 5		A
Recovery		3 sec			В	Spontaneous in	S IU S SEC		A
Dive forward angle on exit Behaviour immediately after releasing the accelars	ator while				A	0° bis 30°			A
maintaining big ears	ator writte	Stable flight			А	Stable flight			А

22. Behaviour exiting a steep spiral - 4.1.22					
Tendency to return to straight flight	Spontaneous exit	Spontaneous exit A Spontaneous exit			
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	А	A Less than 720°, spontaneous recovery		
23. Alternative means of directional control -	.1.23				
180° turn achievable in 20 sec	Yes	А	Yes	А	
Stall or spin occurs	No	A	No	A	
24. Any other flight procedure and/or configur	ation described 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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