Inspection record for motorized paragliders
Wing unit initial inspection

EAPR GmbH - Marktstr. 11 - D-87730 Bad Grönenbach - Germany

applicant	**Mac Para**						
wing unit	**Chronos 25**	**MTOW**	108-135	**type test number**	EAPR-TW-7531/13	**serial number**	
manufacturer	**Mac Para**	**trimmer**	ja	**accelerator**	ja		
motor	**Fresh Breeze Thorix**	**type test number**	786-10	**serial number**	1429		
propeller	**H30F-Rm09-2**	**pitch**	9° laut Hersteller				
harness	**Wingman Sportix**	**suspension**	tief, vertikal variabel	**maximum allowable total flying weight**	100kg im GZ		
test pilot	**Anselm Rauh**	**test location**	Brannenburg	**date**	**16.10.2012**		

1. test of launch	
special launch technique required	NO
altitude gain after 300 meters > 15 meters	YES
2. test of landing	
special landing technique required	NO
soft landing on pilots feet possible / soft landing on wheels possible (for paratrike)	Yes, by continuous braking
3. test of trim speed in straight flight	
altitude gain after 300 meters > 15 meters	> 30 km/h
4. behavior of the glider by using the breaks with open trimmers or /and foot acceleration without throttle	
execution	allowed
distortion of the canopy when braking in accelerated flight	NO

5. test of pitch stability and pitch damping and parachutal stall tendency when alternating between thrust and no thrust	
glider turns from the flight axis in a fast alternating between full throttle and no throttle	NO
canopy collapses	NO
parachutal stall or stall is happening	NO
pitch damping	pitch oscillations decreasing significantly
6. examination of the curve behavior with throttle	
horizontal figure "8" in less than 30 sec.	YES
flat spin tendency	NO
instable flying, with the danger of twisting the lines by changing the direction of turning	NO
7. test of roll stability	
behavior in roll movements and roll damping	rolling decreases significantly
8. test of roll stability in straight flight	
rolling in straight flight	rolling <10°
9. examination of spin tendency by lightly useing the braks on both sides	
turning against the torque of the motor at 25% brake possible	yes, 180° in 10sec possible
10. test of stall at maximum motor thrust	
brake travel in cm, braking force	>40cm, constant or increasing
tendency to enter parachutal stall	NO
movement around yaw axis	<10°
11. test of recovery to normal flight from high angles of attack	
followed by cascade	NO
termination	yes, termination when thrust of motor is released Parachutal possible, exit via opening trimmers
12. test of assymetric collapse with trimmers closed and no use of speed system	
execution	without folding lines possible
behavior of the paraglider after assymetric collapse not accelerated, trimmers closed	paraglider needs pilot input to prevent twist, unloading of lines. Extreme turning or surging forward, cascade happens

13. *test of assymetric collapse with trimmers fully open and full use of speed system*	
execution	without folding lines: possible
behavior of the paraglider	canopy reopens without pilot input turning strongly (<360° until reopening), surging forward less than 90° Wide range of different reactions on collapses
14. *test of symmetric collapse with trimmers closed*	
execution	without folding lines: possible
behavior of the paraglider after symmetric collapse (min. 40%) trimmers closed	canopy reopens without pilot input turning moderately (<60°until reopening), surging forward less than 60°, parachutal phase <3sec Sehr großes Spektrum der Reaktionen auf Klapper
15. *test of symmetric collapse with trimmers open and eventual full use of speed system*	
execution	without folding lines: possible
behavior of the paraglider after symmetric collapse (min. 40%) trimmers closed	paraglider can be stabilized by pilot within 3sec 0
16 test of behavior of the paraglider in spiral dive	
behavior of the paraglider when entering the manoeuvre	paraglider increases bank angle and sink rate continuously with increasing pull on the brake line
tendency to finish the turn and to return to level flight when exiting the manoeuvre	less than 720°, return to normal flight without pilot input
behavior of the paraglider when exiting the manoeuvre	paraglider returns to normal flight moderately after releasing the brakes. The resulting pendulum movements do not require pilot input.

remarks

Seitliche Einklapper und frontale Einklapper wurden nicht in der Kombination von offenem Trimmer plus Fußbeschleuniger geprüft!

Symmetric and asymmetric collapses have not been tested in combination of open trimmers plus speedbar!

This flight test report is created automatically. It is valid without a signature.