



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

	Minimum take off we	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		

Classification	D
----------------	---



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	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	ı	Yes	Α	Yes	Α			
Minimum speed		25 km/h to 30 km/h	В	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 35cm - 50cm	D	Increasing 35cm - 50cm	D			
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	elerated fl	ight - 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	rim speed	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В			
Dive forward angle on exit	Ë	0° - 30° Entering a turn of less than 90°	Α	0° - 30° Entering a turn of less than 90°	Α			
Cascade occurs		No	Α	No	Α			
Entry	p	Rocking back less than 45°	Α	Rocking back less than 45°	A			
Recovery	rate	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В			
Dive forward angle on exit	accelerated	30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of less than 90°	В			
Cascade occurs	· to	No	Α	No	Α			

11. Exiting deep stall (parachutal stall) - 4.1.11									
Deep stall achieved Yes				Yes					
		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
·		· ·		В	Spontaneous in less than 3 sec			В	
Dive forward angle on exit Change of course		30° - 60° Changing course less than 45°		A	Changing course	e less than 45°		A	
Cascade occurs	sscade occurs N		No No		A	No			A
12. High angle of attack recovery - 4.1.12									
Recovery		Spontaneous in 3 to 5 sec		С	Spontaneous in	less than 3 sec		Α	
Cascade occurs		No		A	No			A	
13. Recovery from a developed full stall - 4.1.13	3	•				'			
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse) Rocking backward		No Less than 45°		A A	No Less than 45°	Less than 45°		A	
Line tension		Most lines tight		A				A	
14. Asymmetric collapse (trim speed) - 4.1.14									
Change of course until re-inflation	Ø.	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-	inflation		^	Spontaneous re-	inflation		^
	trim speed, x 50% colla		imiation		Α	'	-iriilatiori		Α
Total change of course Collapse on the opposite side occurs	. 1j.	Less than 360°			A A	Less than 360°		A A	
Twist occurs	may t	No			A	No			A
Cascade occurs		No			Α	No		ı	Α
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	inflation		Α	Spontaneous re-	-inflation	•	Α
Total change of course	trim speed, x 75% colla	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim × 75	No			A	Yes, no turn reve	ersal		C
Twist occurs	ma	No			Α	No			Α
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	Φ	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	inflation		Α	Spontaneous re-	inflation		Α
	accelerated, x 50% collap		imation			·	-iriilatiori		
Total change of course Collapse on the opposite side occurs	lccel	Less than 360° No			A A	Less than 360° Yes, no turn reversal			A C
Twist occurs	max a	No		A	No			A	
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	Ф	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	inflation		Α	Spontaneous re-	-inflation	•	А
Total change of course	cele 75%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	ас пах	No No			A A	Yes, no turn reve	ersal		C A
Cascade occurs	_	No			A	No			A
15. Directional control with a maintained asymmetric collapse - 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		
		More than 50% of the symmetric control travel A		Α	25% to 50% of the symmetric control travel		С		
16. Trim speed spin tendency - 4.1.16 Spin occurs		No			A	No			А
17. Low speed spin tendency - 4.1.17		1 ***				<u> </u>			
Spin occurs		No			А	No			Α
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in 90° to 180°		С	Stops spinning in 90° to 180°		С		
Cascade occurs		No			Α	No			Α
19. B-line-stall - 4.1.19 Change of course before release		Changing course	less than 45°		Α	Changing course	e less than 45°		А
Behaviour before release		Changing course less than 45° Remains stable with straight span		A	Changing course less than 45° Remains stable with straight span		A		
L		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec		А		
Recovery		Spontaneous in I	000 111011 0 000	0° - 30°		30° - 60°			
Dive forward angle on exit		0° - 30°			А				Α
Dive forward angle on exit Cascade occurs					A A	30° - 60° No			A A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20		0° - 30° No			A	No			A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure		0° - 30° No Special device re			A	No Special device re	equired		A A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears		0° - 30° No Special device re Stable flight Recovery through		ss than a further	A A	Special device re Stable flight Recovery throug	equired th pilot action in le	ss than a further	A A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery		0° - 30° No Special device re Stable flight Recovery through	equired	ss than a further	A A B	Special device re Stable flight Recovery throug 3 sec		ss than a further	A A A B
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		0° - 30° No Special device re Stable flight Recovery through	equired	ss than a further	A A	Special device re Stable flight Recovery throug		ss than a further	A A
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		Special device residual Stable flight Recovery through 3 sec 0° - 30°	equired h pilot action in le	ss than a further	A A B A	Special device re Stable flight Recovery throug 3 sec 0° bis 30°	h pilot action in le	ss than a further	A A A B
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		Special device re Stable flight Recovery through 3 sec O° - 30° Special device re	equired h pilot action in le	ss than a further	A A B A	Special device results of the stable flight Recovery throug 3 sec 0° bis 30°	h pilot action in le	ss than a further	A A B A
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		Special device re Stable flight Recovery through 3 sec 0° - 30° Special device re Stable flight	equired h pilot action in le		A A B A A A	Special device re Stable flight Recovery throug 3 sec 0° bis 30° Special device re Stable flight	ph pilot action in le		A A B A A A
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 Recovery		o° - 30° No Special device re Stable flight Recovery through 3 sec O° - 30° Special device re Stable flight Recovery through 3 sec	equired h pilot action in le		A A B A A B A B B	Special device results of the stable flight Recovery throug 3 sec 0° bis 30° Special device results of the stable flight Recovery throug 3 sec	h pilot action in le		A A B A A B B B B
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 Recovery Dive forward angle on exit	utor while	Special device re Stable flight Recovery through 3 sec 0° - 30° Special device re Stable flight Recovery through 3 sec 0° - 30°	equired h pilot action in le		A A B A A B A A A A A A A B A	Special device results of the stable flight Recovery throug 3 sec 0° bis 30° Special device results flight Recovery throug 3 sec 0° bis 30°	ph pilot action in le		A A B A A B A A A A B A
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 Recovery	ator while	o° - 30° No Special device re Stable flight Recovery through 3 sec O° - 30° Special device re Stable flight Recovery through 3 sec	equired h pilot action in le		A A B A A B A B B	Special device results of the stable flight Recovery throug 3 sec 0° bis 30° Special device results of the stable flight Recovery throug 3 sec	ph pilot action in le		A A B A A B B B B

22. Behaviour exiting a steep spiral - 4.1.22				
Tendency to return to straight flight	Turn remains constant	D	Turn remains constant	D
Turn angle to recover normal flight	Yes	D	Yes	D
23. Alternative means of directional control -	4.1.23			
180° turn achievable in 20 sec	Yes	А	Yes	А
Stall or spin occurs	No	А	No	A
24. Any other flight procedure and/or configu	ration 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:				
Copyright Ralf Antz 2010	TI	nis Flight Test Report	was generated automatically and is v	alid without signature