FTR - Flight Test Report Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nic

Manufacturer	swing	Type testing No.	EAPR-GS-0559/16	1=1-2
	Swing Flugsportgeräte GmbH An der Leiten 4 D-82290 Landsberied	serial number	99140	Messen Prüfen Bewerten Rev. 2.3 - 26.11.2014
Model	Apus RS - 18	Location	Gardasee	EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany
Comment		Location	Gardasee	

se, vervielfältigt werden

Date of testing	11.10.2016	Minimum take o 70 kg	off weight	Maximum take off weight 110 kg			
Testpilot		Mike Küng		Pascal Purin			
Harness		EAPR-Testequipment	t Kart	EAPR-Testequipment			
Pilot's take off weigh	nt	70	kg	110 kg	2 M		

Classification C



Test-criteria	st-criteria		Evaluation	Maximum take off weight	Evaluati
1. Inflation / take-off - 4.4.1					
Rising behavior		no pilot correction required	А	no pilot correction required	А
Special take off technique required		No	А	No	А
2. Landing - 4.4.2					
Special landing technique required		No	А	No	А
3. Speeds in straight flight - 4.4.3		10		10	7
Trim speed more than 30km/h		Yes	А	Yes	А
Speed range using the controls larger than 10km	/h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В
4. Control movement - 4.4.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg			-		-
Max. weight in flight greater than 100kg		Increasing >65 cm	А	Increasing 50cm - 65cm	С
5. Pitch stability exiting accelerated flight - 4.	.4.5				
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during ac	celerated	flight - 4.4.6			
Collapse occurs		No	A	No	A
7. Roll stability and damping - 4.4.7		•			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals - 4.4.8					
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour exiting a fully developed spiral				Spontaneous exit	~
• • • •	uive - 4.4.			Mar Second Pater and a March	
Initial response of glider (first 180°)		No immediate reaction	B	No immediate reaction	B
Tendency to return to straight flight		Spontaneous exit	AB	Spontaneous exit	A
Turn angle to recover normal flight		720° to 1080°, spontaneous recovery	В	1080° to 1440°, spontaneous recovery	U U
10. Symmetric front collapse - 4.4.10					
Folding lines used		No		No	
Entry	~ 30%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	~ peeds	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	A
Dive forward angle on exit	ads u	0° - 30° Entering a turn of less than 90	° A	30° - 60° Keeping course	В
Cascade occurs	trim:	No	A	No	A
Entry	> 50%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	A
Dive forward angle on exit	paads u	0° - 30° Entering a turn of less than 90	D° A	30° - 60° Keeping course	В
Cascade occurs	ti	No	A	No	A
Entry	lerated > 50%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	Α
Dive forward angle on exit		30° - 60° Entering a turn of less than 90		30° - 60° Keeping course	В
	acce	No	A	No	A
Cascade occurs	11				
Cascade occurs 11. Exiting deep stall (parachutal stall) - 4.4.1	11	Yes		Yes	
Cascade occurs 11. Exiting deep stall (parachutal stall) - 4.4.1 Deep stall achieved	11	Yes Spontaneous in less than 3 sec	A	Yes Spontaneous in less than 3 sec	A
Cascade occurs 11. Exiting deep stall (parachutal stall) - 4.4.1 Deep stall achieved Recovery	11	Spontaneous in less than 3 sec		Spontaneous in less than 3 sec	
Cascade occurs 11. Exiting deep stall (parachutal stall) - 4.4.1 Deep stall achieved Recovery Dive forward angle on exit Change of course	11		A A A		A B A

12. High angle of attack recovery - 4.4.12									
Recovery		Spontaneous in	less than 3 sec		А	Spontaneous in	А		
Cascade occurs		No	1033 11411 0 300		A	No	1033 (11411 0 300		A
13. Recovery from a developed full stall - 4.4.1	NO			A	110			A	
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	No Less than 45°			A
Line tension		Most lines tight			A	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.4.14									
Folding lines used	1	No		1		No	1		
Change of course until re-inflation	se	< 90°	Dive or roll angle	15° - 45°	A	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-	-inflation		А	Spontaneous re	-inflation		А
Total change of course	trim speed, < 50% colla	Less than 360°			A	Less than 360°			A A
Collapse on the opposite side occurs	ax 5	No			A	No			
Twist occurs Cascade occurs	2	No No			A	No No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	180° - 360°	Dive or roll angle	45° - 60°	С
	trim speed, max 75% collapse		_				-		
Re-inflation behavior	speed, % colla	Spontaneous re-	-inflation		A	Spontaneous re	-inflation		A
Total change of course Collapse on the opposite side occurs	trim s < 75%	Less than 360°			A	Less than 360°			A
Twist occurs	t max	No No		A	No No		-		
Cascade occurs		No			А	No			А
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
	accelerated, max 50% collapse		L				L		
Re-inflation behavior	erate coll	Spontaneous re-	-inflation		A	Spontaneous re	-inflation		A
Total change of course Collapse on the opposite side occurs	accelerated x 50% colla	Less than 360° No			A	Less than 360° No			A
Twist occurs	a max	No			A	No			A
Cascade occurs		No		1	A	No	1		A
Change of course until re-inflation	9	90° - 180°	Dive or roll angle	15° - 45°	В	180° - 360°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	-inflation		А	Spontaneous re	-inflation		А
Total change of course	elerat % cc	Spontaneous re-inflation			A	Less than 360°	mation		A
Collapse on the opposite side occurs	acce ix 75	No			A	No			A
Twist occurs	шa	No		A	No			A	
Cascade occurs 15. Directional control with a maintained asymptotic	metric co	No			A	No			A
Able to keep course straight		Yes			А	Yes			A
180° turn away from the collapsed side possible in	Yes			А	Yes			А	
Amount of control range between turn and stall or s	spin	More than 50% of the symmetric control travel		A	More than 50%	of the symmetric of	control travel	A	
16. Trim speed spin tendency - 4.4.16									
Spin occurs		No			A	No			A
17. Low speed spin tendency - 4.4.17 Spin occurs		No			А	No			А
18. Recovery from a developed spin - 4.4.18		NO			~	110			~
Spin rotation angle after release		Stops spinning in	n loss than 00°		А	Stops spinning i	n 00% to 180%		С
· · · · ·		No	These than 50				1130 10 100		-
Cascade occurs 19. B-line-stall - 4.4.19				A	No			A	
Change of course before release	Changing course less than 45°			A	Changing course	e less than 45°		A	
Behaviour before release	-		Remains stable with straight span		A	Remains stable with straight span			A
						Coontractory in loss than 0 and			
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit Cascade occurs		30° - 60° No		A	0° - 30° No			A	
20. Big ears - 4.4.20									
Entry procedure		Standard technic	ane		А	Standard techni	aue		А
Behaviour during big ears		Stable flight							
		· · · · ·		A	Stable flight			A	
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec				
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		0° - 30°		A	0° bis 30°			A	
		a				a			
Entry procedure		Standard technique		A	Standard technique			A	
Behaviour during big ears		Stable flight		A	Stable flight			A	
Recovery		Spontaneous in 3 to 5 sec		A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit Behaviour immediately after releasing the accelarator while		0° - 30°		A	0° bis 30°			A	
maintaining big ears	utor writte	Stable flight			А	Stable flight			А
23. Alternative means of directional control - 4	1.4.22								
180° turn achievable in 20 sec		Yes			А	Yes			А
		No			A	No			A
Stall or spin occurs									
Stall or spin occurs 23. Any other flight procedure and/or configura	ation des	cribed in the user	r's manual - 4.4.2	23					
23. Any other flight procedure and/or configuration Procedure works as descibed	ation des	cribed in the user	r's manual - 4.4.2	23	NA				NA
23. Any other flight procedure and/or configure Procedure works as descibed Procedure suitable for novice pilots	ation des	cribed in the user	r <mark>'s manual - 4.4.</mark> 2	23	NA				NA
23. Any other flight procedure and/or configuration Procedure works as descibed	ation des	cribed in the user	r's manual - 4.4.2	23					
23. Any other flight procedure and/or configure Procedure works as descibed Procedure suitable for novice pilots Cascade occurs	ation des	cribed in the user	r's manual - 4.4.2	23	NA	L			NA