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

Manufacturer	Swing	Type testing No.	EAPR-GS-0561/16	1=1-2
	Swing Flugsportgeräte GmbH An der Leiten 4 D-82290 Landsberied	serial number	99136	Messen Prüfen Bewerten Rev. 2.3 - 26.11.2014
Model	Apus RS 16	Location	Gardasee	EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany
Comment		Location	Schruns	

se, vervielfältigt werden

Date of testing	10.10.2016	Minimum take off weight 70 kg		Maximum take off weight 100 kg		
Testpilot		Mike Küng		Hannes Tschofen	100	
Harness		EAPR-Testequipment	t Car	EAPR - Testequipment	15L	
Pilot's take off weigh	nt	70	kg	100 kg		



est-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1		•			
Rising behavior		no pilot correction required	А	Easy rising, some pilot correction is required	В
Special take off technique required		No	Α	No	А
2. Landing - 4.4.2					
Special landing technique required		No	А	No	А
3. Speeds in straight flight - 4.4.3				10	
Trim speed more than 30km/h		Yes	А	Yes	А
Thin speed nore than 30km/n					
Speed range using the controls larger than 10km/h		Yes	A	Yes	A
Minimum speed		Less than 25 km/h	A	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		Increasing > 60cm	А	Increasing 45cm - 60cm	С
Max. weight in flight greater than 100kg			-		-
5. Pitch stability exiting accelerated flight - 4.4.5		•			
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 accele	erated f	light - 4.4.6			
Collapse occurs		No	А	No	А
7. Roll stability and damping - 4.4.7		No		No	
		Deducies		Deducing	
Oscillations		Reducing	A	Reducing	A
8. Stability in gentle spirals - 4.4.8					
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	- 4.4.9)			
Initial response of glider (first 180°)		No immediate reaction	В	Immediate increase in rate of turn	С
Tendency to return to straight flight	Tendency to return to straight flight		Spontaneous exit A Spontaneous exit		A
Turn angle to recover normal flight		720° to 1080°, spontaneous recovery	В	1080° to 1440°, spontaneous recovery	С
10. Symmetric front collapse - 4.4.10					
Folding lines used		No		No	
Entry	7%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	sed ~ 30%	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	trim speed	0° - 30° Entering a turn of less than 90°	A	0° - 30° Keeping course	A
Cascade occurs	ti	No	A	No	A
Entry	> 50%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	speed >5	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	А
Dive forward angle on exit	8 E	30° - 60° Entering a turn of less than 90°	В	0° - 30° Entering a turn of less than 90°	A
Cascade occurs	trim	No	A	No	A
Entry	% 09	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	elerated > 50%	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	А
Dive forward angle on exit	toc eler	30° - 60° Entering a turn of less than 90°	В	30° - 60° Keeping course	В
Cascade occurs	ac	No	A	No	A
11. Exiting deep stall (parachutal stall) - 4.4.11					
Deep stall achieved		Yes		Yes	
Recovery		Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
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°	Ā
Cascade occurs		No	A	No	A

12. High angle of attack recovery - 4.4.12									
Recovery	Spontaneous in less than 3 sec		А	Spontaneous in less than 3 sec		А			
Cascade occurs	No		A	No			A		
13. Recovery from a developed full stall - 4.4.1	13	NO							
Dive forward angle on exit		30° - 60°		В	60° - 90°			C	
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse No			A
Rocking backward		Less than 45°			Α	Greater than 45	0		С
Line tension		Most lines tight		A	Most lines tight			A	
14. Asymmetric collapse (trim speed) - 4.4.14 Folding lines used		No				No			
Change of course until re-inflation	[< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	0° - 15°	А
	trim speed, max 50% collapse			10 10				0 10	
Re-inflation behavior	trim speed, < 50% colla	Spontaneous re-inflation		A	Spontaneous re-inflation Less than 360° No		A		
Total change of course Collapse on the opposite side occurs	rim s 50%	Less than 360° No		A				A	
Twist occurs	max	No		A	No		A		
Cascade occurs		No		I	A	No			A
Change of course until re-inflation	es Se	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	ed, ollap	Spontaneous re	-inflation		А	Spontaneous re	-inflation		А
Total change of course	n speed, 5% colla	Less than 360°		A	Less than 360°			А	
Collapse on the opposite side occurs	trim speed, max 75% collapse	No No		Α	No			Α	
Twist occurs Cascade occurs	Ê			A	No No			A	
		No			1				
Change of course until re-inflation	ese	< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re	-inflation		А	Spontaneous re	-inflation		А
Total change of course	accelerated x 50% colla	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	acc ax 5	No			А	No			A
Twist occurs Cascade occurs	E	No No			A	No No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	45° - 60°	С	< 90°	Dive or roll angle	45° - 60°	C
	accelerated, max 75% collapse	<u> </u>		.5 50			_	.5 50	-
Re-inflation behavior	erate colli	Spontaneous re	-inflation		A	Spontaneous re	-inflation		A
Total change of course	ccele 75%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	aa max	No No			A	No No			A
Cascade occurs		No			A	No			A
15. Directional control with a maintained asym	metric co								
Able to keep course straight		Yes			A	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 s	spin	More than 50%	of the symmetric of	control travel	А	More than 50%	of the symmetric c	control travel	А
16. Trim speed spin tendency - 4.4.16									
Spin occurs		No			A	No			
17 Low speed spin tendency 4.4.17									A
17. Low speed spin tendency - 4.4.17									A
Spin occurs		No			A	No			A
Spin occurs Spin occurs 18. Recovery from a developed spin - 4.4.18		No							A
Spin occurs		No Stops spinning i	in less than 90°			No Stops spinning in	n 90° to 180°		
Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs		1	in less than 90°		A		n 90° to 180°		A
Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19		Stops spinning i No			A A A	Stops spinning in No			A C A
Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release		Stops spinning i No Changing course	e less than 45°		A A A	Stops spinning in No Changing course	e less than 45°		C A A
Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19		Stops spinning i No Changing course			A A A	Stops spinning in No Changing course			A C A
Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release		Stops spinning i No Changing course	e less than 45° with straight span		A A A	Stops spinning in No Changing course	e less than 45° with straight span		C A A
Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit		Stops spinning i No Changing course Remains stable Spontaneous in 30° - 60°	e less than 45° with straight span		A A A A A A A	Stops spinning in No Changing course Remains stable Spontaneous in 30° - 60°	e less than 45° with straight span		A C A A A A A
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Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20		Stops spinning i No Changing course Remains stable Spontaneous in 30° - 60° No	e less than 45° with straight span less than 3 sec		A A A A A A A A	Stops spinning i No Changing course Remains stable Spontaneous in 30° - 60° No	e less than 45° with straight span less than 3 sec		A C A A A A A A
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