



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

	Minimum take off weight	Maximum take off weight
Date of testing	24.04.13	10.05.13
Testpilot	Tschofen Johannes	Anselm Rauh
Harness	EAPR Testequipment	EAPR Testequipment
Pilot's take off weight	95 kg	115 kg





Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluatio	
1. Inflation / take-off - 4.1.1			e er vipen			
Rising behavior		Smooth, easy and constant rising A Smooth, easy and constant rising			А	
Special take off technique required		No	A	No	A	
2. Landing - 4.1.2		PARTITION OF THE STATE OF THE S				
Special landing technique required		T No	I A	l No	I A	
3. Speeds in straight flight - 4.1.3				· · · · · · · · · · · · · · · · · · ·		
Trim speed more than 30km/h	PERCHABITATION ENGLISH	Yes	I A	Yes	A	
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 - 4.1.4						
Max. weight in flight up to 80kg						
wax. Weight in hight up to cong						
Max. weight in flight 80 to 100kg		Increasing > 60cm	Α		1 0	
Max. weight in flight greater than 100kg			-	Increasing >65 cm	Α	
5. Pitch stability exiting accelerated fligh	t - 4.1.5	过多 型型的表现是 医动脉体 有一种				
Dive forward angle on exit		Dive forward less than 30°	l A	Dive forward less than 30°	I A	
Collapse occurs		No	A	No	А	
6. Pitch stability operating controls during	ng accelerated	flight - 4.1.6	N. Carlotte	医克罗里里纳斯里尔斯尼亚斯 亚		
Collapse occurs		No	I A	No	A	
7. Roll stability and damping - 4.1.7			州 库 1886年 1	。 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		
Oscillations	commenced product	Reducing	I A	Reducing	I A	
8. Stability in gentle spirals - 4.1.8		PERSONAL CONTRACTOR				
Tendency to return to straight flight		Spontaneous exit	I A	Spontaneous exit	I A	
9. Behaviour in a steeply banked turn	119	Section and the section of the secti	- Mariantan a	The state of the Asia Control of the March 1995		
Sink rate after two turns		More than 14m/s	В	More than 14m/s	В	
10. Symmetric front collapse - 4.1.10					В	
Entry	n ken en station et trans	Rocking back less than 45°	A	Rocking back less than 45°	A	
Entry	- G		00000000000000000000000000000000000000			
Recovery	trim speed	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	<u>E</u>	0° - 30° Keeping course	Α	0° - 30° Keeping course	A	
Cascade occurs	_	No	A	No		
Entry	7	Rocking back less than 45°	Α	Rocking back less than 45°		
Recovery	accelerated	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	ecce	0° - 30° Keeping course	Α	30° - 60° Keeping course	В	
Cascade occurs	a a	No	Α	No	А	

Flight Test-Report Stand - 08.04.2010 Seite 1

Deep stall achieved		Yes				Yes			
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			Α
Dive forward angle on exit	0° - 30°			А	0° - 30°			Α	
Change of course	Changing course	less than 45°		Α	Changing course less than 45°			Α	
Cascade occurs 12. High angle of attack recovery - 4.1.12		No	CONTRACTOR OF SECURITION	Contract of the Contract of th	Α	No		Every many and the second	Α
	Maria Haling								
Recovery	Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			Α	
Cascade occurs		No		KIND OF BUILDING	Α	No			Α
 Recovery from a developed full stall - 4.1.1 Dive forward angle on exit 	13	0° - 30°			A	30° - 60°			
Collapse		No collapse			A	No collapse			B A
Cascade occurs (other than collapse)		No			Α	No			A
Rocking backward Line tension		Less than 45° Most lines tight			A	Less than 45° Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14	Park Bas	Wood in co tight			I A	Wost lines tight	New State of the S		A
Change of course until re-inflation		< 90°	Dive or roll angle	0° - 15°	A	< 90°	Dive or roll angle	0° - 15°	
	trim speed, max 50% collapse			0 - 15				0 - 15	A
Re-inflation behavior	trim speed, x 50% colla	Spontaneous re-in	ntiation		Α	Spontaneous re-inflation			
Total change of course Collapse on the opposite side occurs	. ii 8	Less than 360°			A	Less than 360°			
Twist occurs	max t	No			A	No No			A
Cascade occurs		No			Α	No			A
Change of course until re-inflation	Φ.	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-in	nflation		А	Spontaneous re-inflation			А
Total change of course	trim speed,	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trin X	No			Α	No			Α
Twist occurs Cascade occurs	, ii	No No			A	No No			A
Custome Occurs		7-10 - 10 - 10 - 10 - 10 - 10 - 10 - 10			A	LTC"	T T		A
Change of course until re-inflation	bse	< 90°	Dive or roll angle	0° ~ 15°	A	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-inflation			Α	Spontaneous re-inflation			Α
Total change of course	Seler 0%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	ax ac	No			A	No			Α
Twist occurs Cascade occurs	E E	No No			A	No No			A
Change of course until re-inflation	an an	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	A B
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-ii	nflation		А	Spontaneous r	e-inflation		A
Total change of course	accelerated, x 75% collap	Less than 360°			A	Less than 360°			
Collapse on the opposite side occurs	3cce x 75	No			A	No			A
Twist occurs Cascade occurs	mag .	No No			Α	No No			Α
15. Directional control with a maintained asym	nmetric co	2015 Julius et al. Commercial Commercial			A	I NO	Feet State of Control		A
Able to keep course straight	miletric co	Yes		(三年) (三年)	A	Yes			Α
180° turn away from the collapsed side possible	in 10 sec	Yes			A	Yes			A
		1000				5 100.00			^
Amount of control range between turn and stall of	More than 50% of the symmetric control travel			A	More than 50% of the symmetric control travel			A	
16. Trim speed spin tendency - 4.1.16 Spin occurs		l No		ha karawa ka sa	A	No	Anni Anni A		A
17. Low speed spin tendency - 4.1.17						A STATE AND ADDRESS OF			A
Spin occurs		No			Α	No			А
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release	Stops spinning in less than 90°			Α	Stops spinning in less than 90°			А	
Cascade occurs		No			Α	No			А
19. B-line-stall - 4.1.19		Charsies	loss than 150			I Character	rea leas the 150		関の場構
Change of course before release	Changing course less than 45°			A	Changing course less than 45°			A	
Behaviour before release	Remains stable with straight span			Α	Remains stable with straight span			Α	
Recovery Dive forward angle on exit	Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A	
Cascade occurs	0° - 30° No			A	30° - 60° No			A	
20. Big ears - 4.1.20				1					
Entry procedure	Special device required			Α	Special device	required		Α	
Behaviour during big ears		Stable flight			Α	Stable flight			Α
Recovery		Spontaneous in less than 3 sec			Α	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								511 11	
Entry procedure	Special device required			А	Special device	required		А	
Behaviour during big ears Stable flight					A	Stable flight			A
					A		in less than 3 sec		A
Recovery				Spontaneous in less than 3 sec			1000 111011 0 366		
Recovery Dive forward angle on exit					Λ.	0° hie 20°			Λ
Recovery Dive forward angle on exit Behaviour immediately after releasing the accela	arator while	0° - 30°			A	0° bis 30° Stable flight			A

Flight Test-Report Stand - 08.04.2010 Seite 2

Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	Α	
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	А	
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		ASTROPOS PROPERTO SONO SONO SONO SONO SONO SONO SONO SO		
Procedure works as descibed		NA NA		l NA	
Procedure suitable for novice pilots		NA		NA	
Cascade occurs		NA		NA	
25. Remarks of testpilot:					
Copyright Ralf Antz 2013	This Fligh	nt Test Report	was generated automatically and is valid wi	thout signatu	

Flight Test-Report Stand - 08.04.2010 Seite 3