



Rev. 2.0 - 25.01.2013

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

	Minimum take off weight	Maximum take off weight
Date of testing	02.07.13	10.04.13
Testpilot	Sepp Bauer	Mike Küng
Harness	EAPR Lightequipment	EAPR-Testequipment
Pilot's take off weight	60 kg	80 kg





Test-criteria		Minimum take off weight	Evaluation	n Maximum take off weight		Evaluation
1. Inflation / take-off - 4.1.1		THE STANDARD WAS THE STANDARD WITH				
Rising behavior		Smooth, easy and constant rising	Α	A 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	A	No		A
3. Speeds in straight flight - 4.1.3		<b>第1987年</b>			新安全的新兴全区的1000年100年。 第1	
Trim speed more than 30km/h		Yes	I A	Yes		
Speed range using the controls larger than 10	km/h	Yes	Α	Yes		A
	KIII/II					Α
Minimum speed		Less than 25 km/h	A	Less than 25 k	m/h	Α
4. Control movement - 4.1.4					<b>建立。</b> 在1984年1月1日 1月1日	
Max. weight in flight up to 80kg		Increasing > 55cm	Α	Increasing	> 55cm	А
Max. weight in flight 80 to 100kg	weight in flight 80 to 100kg		- 1 <u>-</u> 1 - 1			
Max. weight in flight greater than 100kg						-
5. Pitch stability exiting accelerated flight -	4.1.5				have to the contract of	
Dive forward angle on exit		Dive forward less than 30°	I A	Dive forward le	ess than 30°	A
Collapse occurs		No	Α	No		A
6. Pitch stability operating controls during	accelerated	flight - 4.1.6				100
illapse occurs No A No			I A			
7. Roll stability and damping - 4.1.7					William Transport to the Control of	
Oscillations				Reducing		
8. Stability in gentle spirals - 4.1.8		Was to be a Basic Land of the State of the S	A			A
Tendency to return to straight flight		Spontaneous exit	I A	Spontaneous exit		A
Behaviour in a steeply banked turn - 4.1	q			is a second a second		A
Sink rate after two turns	You was a second	More than 14m/s	В	12m/s to 14m/s		
10. Symmetric front collapse - 4.1.10				121103 10 14110		A
Entry		Rocking back less than 45°	I A	Rocking back less than 45°		
	eq			Rocking back less than 45		Α
Recovery	peeds	Spontaneous in less than 3 sec	Α	Spontaneous i	n less than 3 sec	Α
Dive forward angle on exit	ti	0° - 30° Keeping course	Α	0° - 30°	Keeping course	А
Cascade occurs	-	No A No			Α	
Entry		Rocking back less than 45°	Α	Rocking back less than 45°		Α
Recovery	accelerated	Spontaneous in less than 3 sec	A .	Spontaneous in 3 to 5 sec		В
Dive forward angle on exit	900	0° - 30° Keeping course	Α	30° - 60°	Entering a turn of less than 90°	В
Cascade occurs		No	A	No		Α

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Deep stall achieved		Yes			Yes				56 B 8
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			А
Dive forward angle on exit	0° - 30°	se less than 45°		Α	0° - 30°			А	
Change of course  Cascade occurs	ange of course				A		se less than 45°		Α
12. High angle of attack recovery - 4.1.12		No			Α	No		polymelanic	A
Recovery	SHAW THE PERCHA	Spontaneous i	n less than 3 sec	Vicinity of the second	^	Coostonoous	a lose than 2 are		
		Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			Α
Cascade occurs  13. Recovery from a developed full stall - 4.1.	13	INO			Α	No			A
Dive forward angle on exit	.13	0° - 30°			Α	30° - 60°			В
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse) Rocking backward	- 22	No Less than 45°		A11	A	No No			Α
ine tension		Most lines tigh	t		A	Less than 45° Most lines tight	to .		A
14. Asymmetric collapse (trim speed) - 4.1.14									
Change of course until re-inflation	9	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	0° - 15°	А
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation			Α	Spontaneous re-inflation			А
Total change of course	ds u	Less than 360°			А	Less than 360°			
Collapse on the opposite side occurs	trim ax 50%	No			Α	No			A
Twist occurs Cascade occurs	Ë	No No			A	No No			A
		< 90°	Dive or roll angle	15° - 45°	A		Di .	450 450	A
Change of course until re-inflation	trim speed, max 75% collapse			10 - 45	Α	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	trim speed x 75% colla	Spontaneous	00.0302200000000		Α	Spontaneous r			Α
Total change of course Collapse on the opposite side occurs	im s 75%	Less than 360°	0		A	Less than 360°			Α
Twist occurs	- tr	No			A	No No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	φ	< 90°	Dive or roll angle	15° - 45°	А	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	ated,	Spontaneous	re-inflation	16	A	Spontaneous r	e-inflation	Hillow .	A
Total change of course	elera	Less than 360°	0		A	Less than 360°			A
Collapse on the opposite side occurs	accelerated, max 50% collapse	No No			A	No No			A
Twist occurs		No			Α				Α
Cascade occurs		No	- T		Α	No	T		A
Change of course until re-inflation	accelerated, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated x 75% colla	Spontaneous	re-inflation		Α	Spontaneous	e-inflation		A
Total change of course	cele	Less than 360°			Α	Less than 360°			А
Collapse on the opposite side occurs Twist occurs	ac ac	No No		A	No No			Α	
Cascade occurs	_ =	No			A	No			A
15. Directional control with a maintained asyn	mmetric co	llapse - 4.1.15						A VISION SA	R. A.
Able to keep course straight		Yes			Α	Yes			Α
180° turn away from the collapsed side possible	from the collapsed side possible in 10 sec		Yes		Α	Yes			A
Amount of control range between turn and stall of	or spin	More than 50% of the symmetric control travel			Α	More than 50%	of the symmetric of	control travel	А
16. Trim speed spin tendency - 4.1.16									
Spin occurs	i where side	No			A	No	MEGREE EMPLOYERS THE		Α
17. Low speed spin tendency - 4.1.17 Spin occurs		No				No			
18. Recovery from a developed spin - 4.1.18					Α				A
Spin rotation angle after release		Stops spinning	g in less than 90°	3/00	A	Stops spinning	g in less than 90°		A
Cascade occurs		No			A	No			A
19. B-line-stall - 4.1.19									
Change of course before release		Changing cou	rse less than 45°	and the second second second	Α	Changing cou	rse less than 45°		A
Behaviour before release			Remains stable with straight span			Remains stable with straight span			А
ecovery		Spontaneous in less than 3 sec			А	Spontaneous in less than 3 sec			А
Dive forward angle on exit		0° - 30° No			A	30° - 60°			A
20. Big ears - 4.1.20									A
Entry procedure		Special device required			А	A Special device required			
Behaviour during big ears		Stable flight			Α	Stable flight			Α
ecovery		Spontaneous in less than 3 sec			А	Spontaneous in less than 3 sec			А
Dive forward angle on exit		0° - 30°			Α	0° bis 30°			A
21. Big Ears in accelerated flight - 4.1.21									
Entry procedure Special device required			Α	Special device required			F		
ehaviour during big ears Stable flight		AND THE RESERVE OF THE PROPERTY OF THE PROPERT		Α	Stable flight			A	
		Spontaneous in less than 3 sec			А	Spontaneous	in less than 3 sec		A
		12 ° 0. → (1996), 24 2 (1994) A 24 (1904), 32 (1907) C (1907) (1907) (2012) (1907) A 24 (1907) (1907)				Spontaneous in less than 3 sec			Barrier
Recovery		0° - 30°	in less than 3 sec		Δ	0° bis 30°			^
	arator while	0° - 30°	in less than 3 sec		A	0° bis 30° Stable flight			А

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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	Α	
23. Alternative means of directional control -	4.1.23		· 中国的特殊的证据并含义的正式。1996年12年		
180° turn achievable in 20 sec	Yes	Α	Yes	Α	
Stall or spin occurs	No	A	No		
24. Any other flight procedure and/or configu	ration described in the user's manual - 4.1.24			I A	
Procedure works as descibed		NA		NA NA	
Procedure suitable for novice pilots		NA		NA	
Cascade occurs		NA		NA	
25. Remarks of testpilot:					
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