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

Manufacturer	ADVANCE	Type testing No.	EAPR-GS-0329/14	
	Advance Thun AG Uttingenstr. 87 CH-3600 Thun	serial number	61439	
Model	lota 26	Lagation	Achensee	
		Location	Achensee	



Rev. 2.2 - 09.10.2014 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing	30.09.2014	Minimum take off w 75 kg	eight/	Maximum take off weight 100 kg			
Testpilot		Mike Küng		Mario Eder			
Harness		EAPR-Testequipment		EAPR Testgurtzeug			
Pilot's take off weigh	nt	75 kg		102 kg			





Test-criteria	-criteria		Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1						
Rising behavior		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А	
Special take off technique required		No	A	No	A	
2. Landing - 4.4.2			, ,,	1	, ,,	
Special landing technique required		No	A	No	A	
3. Speeds in straight flight - 4.4.3		140	A	140		
		Ly				
Trim speed more than 30km/h		Yes	A	Yes	A	
Speed range using the controls larger than 10km/h		Yes	A	Yes	Α	
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α	
4. Control movement - 4.4.4						
Max. weight in flight up to 80kg			-		-	
Max. weight in flight 80 to 100kg		Increasing > 60cm	А	Increasing > 60cm	А	
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°		Dive forward less than 30°	A	
Collapse occurs		No	A	No	A	
6. Pitch stability operating controls during a	ccelerated	flight - 4.4.6				
Collapse occurs		No	А	No	A	
7. Roll stability and damping - 4.4.7						
Oscillations		Reducing	A	Reducing	A	
8. Stability in gentle spirals - 4.4.8		- The state of the	, , ,		, , ,	
Tendency to return to straight flight		Spontaneous exit	l A	Spontaneous exit	l A	
9. Behaviour exiting a fully developed spira	I divo 4.4	<u> </u>	A	Sportaneous exit	A	
Initial response of glider (first 180°)	luive - 4.4	No immediate reaction	В	No immediate reaction	В	
Tendency to return to straight flight			A	No immediate reaction	A	
urn angle to recover normal flight		Spontaneous exit 720° to 1080°, spontaneous recovery	B		B	
•		720 to 1000 ; spontaneous recovery	В		В	
10. Symmetric front collapse - 4.4.10		L				
Folding lines used	_	No	^	No	^	
Entry	_	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	0	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit		0° - 30° Keeping course	Α	0° - 30° Keeping course	А	
Cascade occurs		No	А	No	А	
Entry		Rocking back less than 45°	Α	Rocking back less than 45°	A	
Recovery	0	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	А	
Dive forward angle on exit		30° - 60° Keeping course	В	30° - 60° Keeping course	В	
Cascade occurs		No	Α	No	Α	
Entry		Rocking back less than 45°	Α	Rocking back less than 45°	A	
Recovery	elerated	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	А	
Dive forward angle on exit	aoci	30° - 60° Keeping course	В	30° - 60° Keeping course	В	
Cascade occurs		No ,		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 0° - 30°		A	
Change of course		Changing course less than 45°	А	Changing course less than 45° A		
Cascade occurs		No	Α	No	Α	

Collapse Cascade occurs (other than collapse) Rocking backward								
13. Recovery from a developed full stall - 4.4. Dive forward angle on exit Collapse Cascade occurs (other than collapse) Rocking backward		Spontaneous in less than 3 sec		А	Spontaneous in	Α		
Dive forward angle on exit Collapse Cascade occurs (other than collapse) Rocking backward		No			Α	No		Α
Collapse Cascade occurs (other than collapse) Rocking backward	.13							
Cascade occurs (other than collapse) Rocking backward	Dive forward angle on exit		0° - 30° No collapse		A	0° - 30°		A
Rocking backward					A	No collapse No		A
	Rocking backward				Α	Less than 45°		Α
Line tension		Most lines tight			Α	Most lines tight		А
14. Asymmetric collapse (trim speed) - 4.4.14		No				l No.		
Folding lines used		No	T	450 450		No	450 450	
Change of course until re-inflation	trim speed, max 50% collapse	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle 15° - 45°	Α
Re-inflation behavior		Spontaneous re	e-inflation		Α	Spontaneous re	-inflation	Α
Total change of course	n spe	Less than 360°		А	Less than 360°		А	
Collapse on the opposite side occurs	ax 5	No		A	No		A	
Twist occurs Cascade occurs	-	No No		A	No No		A A	
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle 15° - 45°	В
	abse		1					
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re	e-inflation		Α	Spontaneous re	e-inflation	Α
Total change of course		Less than 360°		A	Less than 360° No No		A	
Collapse on the opposite side occurs Twist occurs	max et	No No No		A			A	
Cascade occurs				A	No		A	
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle 15° - 45°	А
Change of course until 18-Hilldhoff	pse	\ 30	Divo or foll aligid	10 - 40	^	\ 30		^
Re-inflation behavior	accelerated x 50% colla	Spontaneous re	e-inflation		Α	Spontaneous re	e-inflation	Α
Total change of course	cele	Less than 360°			Α	Less than 360°		Α
Collapse on the opposite side occurs Twist occurs	accelerated, max 50% collapse	No No			A	No No		A
Cascade occurs	-	No			A	No		A
Change of course until re-inflation	0	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle 15° - 45°	В
	accelerated, max 75% collapse		1			-		_
Re-inflation behavior	accelerated, x 75% collap	Spontaneous re	e-inflation		Α	Spontaneous re	-inflation	Α
Total change of course Collapse on the opposite side occurs	ccels 75%	Less than 360°		A	Less than 360° No		A	
Twist occurs	max a	No No		A	No		A	
Cascade occurs		No		Α	No		Α	
15. Directional control with a maintained asym	nmetric col							
Able to keep course straight		Yes			Α	Yes		A
180° turn away from the collapsed side possible i	n 10 sec	Yes		Α	Yes	Α		
Amount of control range between turn and stall or	spin	More than 50% of the symmetric control travel		Α	More than 50%	of the symmetric control travel	Α	
16. Trim speed spin tendency - 4.4.16	-		-				•	
Spin occurs		No			Α	No		Α
17. Low speed spin tendency - 4.4.17								
Spin occurs		No			А	No		Α
18. Recovery from a developed spin - 4.4.18								
Spin rotation angle after release		Stops spinning in less than 90°			Α	Stops spinning i	in less than 90°	Α
Cascade occurs		No		A	No	A		
19. B-line-stall - 4.4.19		1.00						
Change of course before release		Changing course less than 45°		Α	Changing course less than 45°		Α	
Behaviour before release		Remains stable with straight span		Α	Remains stable with straight span		Α	
		<u> </u>		A	Spontaneous in less than 3 sec		٨	
Recovery		Spontaneous in less than 3 sec			· ·		A	
Dive forward angle on exit Cascade occurs		0° - 30° No		A	0° - 30° No		A	
20. Big ears - 4.4.20						•		
Entry procedure Special device required				Α	Special device	required	Α	
		Stable flight		A	Stable flight		A	
Behaviour during big ears		Recovery through pilot action in less than a further		В	Recovery throu	В		
Recovery		3 sec			3 sec			
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		0° - 30°			А	0° bis 30°		Α
Entry procedure		Special device required		Α	Special device required		Α	
Behaviour during big ears		Stable flight Recovery through pilot action in less than a further		Α	Stable flight Recovery through pilot action in less than a further		Α	
	Recovery		3 sec		В	3 sec	В	
	Dive forward angle on exit		0° - 30°		Α	0° bis 30°		Α
Recovery Dive forward angle on exit	Behaviour immediately after releasing the accelarator while maintaining big ears		Stable flight		Α	Stable flight		Α
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar		·						
Recovery Dive forward angle on exit								
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control -		Ves			۸	Vec	l	
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec		Yes			A	Yes		A
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs	4.4.22	No	r's manual 444	23	A A	Yes No		A
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configure	4.4.22	No	r's manual - 4.4.2	23	A			A
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configur Procedure works as descibed Procedure suitable for novice pilots	4.4.22	No	r's manual - 4.4.2	23	A NA NA			A NA NA
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configur Procedure works as descibed	4.4.22	No	r's manual - 4.4.2	23	A NA			A