FTR - Flight Test Report Dieser Prüfbericht darf ohne schriftlicha Zustimmung dar EADD slaht werde sich





Rev. 2.3 - 26.11.2014 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing 06.04.2018		Minimum take off weight 90 kg		Maximum take off weight 105 kg			
Testpilot		Mike Küng		Anselm Rauh			
Harness		Eapr-Testequipment		EAPR light			
Pilot's take off weig	ht	90 k	g	107	kg		





1. Inflation / lake-off - 4.4.1 Rising behavior Seary rising, some pilot correction is required B A No A A No A A A A A A A A A	Test-criteria		Minimum take off weight	Evaluation Maximum take off weight		Evaluation
Special take of the tehrique required No No A	1. Inflation / take-off - 4.4.1					
2. Landing - 4.4.2 3. Speeds in straight flight - 4.4.3 Trim speed frore than 30km/h Speeds in straight flight - 4.4.3 Trim speed frore than 30km/h Speed range using the controls larger than 10km/h Ves A Ves A Ves A Ves A Ves A A Ves A A Max. weight in flight up to 80kg A Accentrol movement - 4.4.4 Max. weight in flight up to 80kg A Max. weight in flight up to 80kg A Max. weight in flight greater than 10km/h Max. weight in flight greater than 10k	Rising behavior			В		В
Special for thingse required A No A Yes Speed in straight flight -4.4.3 Trim speed more than 30km/h Yes A Yes	Special take off technique required			Α		А
3. Speeds in straight flight + 4.4.3 Trim speed more than 30kmh	2. Landing - 4.4.2					
3. Speeds in straight flight + 4.4.3 Trim speed more than 30kmh			l No	Α	l No	А
Tims speed rance than 30kmh Speed range using the controls larger than 10kmh Yes A Y					1.00	, ,,
Speed range using the controls larger than 10km/h Ves A Yes A Yes A Minimum speed 25 km/h to 30 km/h B 26 km/h to 30 km/h B 26 km/h to 30 km/h B 26 km/h to 30 km/h A 2 km/h A 3 km/h A 3 km/h A 3 km/h A 3 km/h A 4 km/h A 3 km/h A 4 km/h A 5 km/h A 5 km/h A 6 km/h A 6 km/h A 7 km/h A 7 km/h A 8 km/h A			Vos	Δ	Voc	Δ
4. Control movement - 4.4.4 Max. weight in flight up to 80kg Max. weight in flight greater than 100kg Increasing 35cm - 50cm D Increasing 35cm -	'					
4. Control movement - 4.4.4 Max. weight in flight up to 80kg Max. weight in flight greater than 100kg Increasing 35cm - 50cm D Increasing 35cm -	Minimum speed		25 km/h to 30 km/h	B	25 km/h to 30 km/h	B
Max. weight in flight up to 80kg			23 MINITO GO MINI		25 MITTO 60 MITT	
Max. weight in flight greater than 100kg lincreasing 35cm - 50cm D lincreasing 35cm D lincreasing 3				-		-
Max. weight in flight greater than 100kg lincreasing 35cm - 50cm D lincreasing 35cm D lincreasing 3	Max. weight in flight 80 to 100kg			-		-
5. Pich stability exiting accelerated flight - 4.4.5 Dive forward angle on exit Collapse occurs No A			Increasing 35cm - 50cm	D	Increasing 35cm - 50cm	D
Dive forward angle on exit Olives forward less than 30° A No A No A No 6. Pitch stability operating controls during accelerated flight - 4.4.6 Collapse occurs No A Reducing A Spontaneous exit A Spontaneous in exit C Spontaneous in less than 45° A Recovery A Recovery A Recovery A No A No A No A No A No B No A No B N		1.5	more desired and the second and the		norodong oddin oddin	
Collapse occurs No		+.5	Direction of the control of the cont		I Bir (constitute that 000	
6. Pitch stability operating controls during accelerated flight - 4.4.5 Collapse occurs No A No						
Collapse occurs No			-	А	INO	А
7. Roll stability and damping - 4.4.7 Oscillations Reducing A Redu		elerated	_			
Oscillations Reducing A Reducing	•		No No	А	No	А
8. Stability in gentle spirals - 4.4.8 Tendency to return to straight flight Spontaneous exit A Spontaneous recovery A C C C C C C C C C C C C C C C C C C	,					
Tendency to return to straight flight Spontaneous exit A Spontaneous	Oscillations		Reducing A Reducing		Reducing	Α
9. Behaviour exiting a fully developed spiral dive - 4.4.9 Initial response of glider (first 180°) Indical response of glider (first 180°) Tendency to return to straight flight Tun angle to recover normal flight Tun angle to fector tal 45° Spontaneous recover to A Tun angle to fector tal 45° Spo	8. Stability in gentle spirals - 4.4.8					
Initial response of glider (first 180°) No immediate reaction B No immediate reaction B Spontaneous exit A Spontaneous recovery C STAND INSTANCE SPONTANEOUS	Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
Tendency to return to straight flight Turn angle to recover normal flight Turn angle and turn angle and angle an	9. Behaviour exiting a fully developed spiral d	ive - 4.4.	9			
Turn angle to recover normal flight 720° to 1080°, spontaneous recovery 10. Symmetric front collapse - 4.4.10 Folding lines used Entry Recovery Dive forward angle on exit Cascade occurs Dive forward angle on exit Cascade occurs Dive for	Initial response of glider (first 180°)		No immediate reaction	В	No immediate reaction	В
10. Symmetric front collapse - 4.4.10 Folding lines used Folding lines						
Folding lines used Entry Recovery Recovery Dive forward angle on exit Cascade occurs Dive forward angle on exit Recovery Dive forward angle on exit Cascade occurs Dive forward angle on exit Recovery Dive forward angle on exit Cascade occurs Dive forward angle on exit Dive forward angle on exit Cascade occurs Dive forward angle on exit Dive forward angle on exit Cascade occurs Dive forward angle on exit Or 30° - 60° Dive forward angle on exit Dive forward angle on exit Cascade occurs Dive forward angle on exit Dive forward angle on exit Or 30° - 60° Dive forward angle on exit Or 30° - 60° Dive forward angle on exit Or 30° - 60° Dive forward angle on exit Or 30° - 60° Dive forward angle on exit Or 30° - 60° Dive forward angle on exit Or 30° - 60° Dive forward angle on exit Or 30° - 60° Dive forward angle on exit Or 30° - 60° Dive forward angle on exit Or 30° -	Turn angle to recover normal flight		720° to 1080°, spontaneous recovery	В	1080° to 1440°, spontaneous recovery	С
Entry Recovery Recovery through pilot action in less than a further 5 sec Dive forward angle on exit Recovery Recovery through pilot action in less than a further 5 sec Dive forward angle on exit Co-30° Co-	10. Symmetric front collapse - 4.4.10					
Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A	Folding lines used		Yes	D	Yes	D
Spontaneous in less than 3 sec	Entry	%0	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery Page Recovery Rec	Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Recovery Page Recovery Rec		ds E				
Recovery Dive forward angle on exit Cascade occurs Dive forward angle on exit Cascade occurs Recovery Dive forward angle on exit Cascade occurs Recovery Dive forward angle on exit Cascade occurs Recovery Dive forward angle on exit Dive forward angle on exit Cascade occurs Dive forward angle on exit Cascade occurs Testing deep stall (parachutal stall) - 4.4.11 Deep stall achieved Yes Recovery through pilot action in less than a further 5 sec Dive forward angle on exit Cascade occurs Recovery through pilot action in less than a further 5 sec Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Over the cascade occurs A No A N						
Dive forward angle on exit Cascade occurs B 30° - 60° Entering a turn of less than 90° B 30° - 60° Rocking back less than 45° A Rocking back less than 45° Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5	•	.20%				
Cascade occurs Recovery	<u> </u>				'	_
Recovery Posting back less than 45° A Rocking back less than 45° A Rocking back less than 45° A						_
Recovery Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5 sec B						
Dive forward angle on exit Dive forward angle on exit Ocascade occurs 30° - 60° Entering a turn of 90° to 180° C No A No C C C C C C C C C C C C C						
Dive forward angle on exit So - 30 Entering a turn of 90 to 100 C 30 - 30 Entering a turn of 90 to 100 C		arated	•		'	_
11. Exiting deep stall (parachutal stall) - 4.4.11 Deep stall achieved Yes Yes Recovery through pilot action in less than a further 5 sec Dive forward angle on exit 0°-30° A 0°-30° A 0°-30° A Changing course 45° or more C C C Changing course 45° or more C C C Changing course 45° or more C C C C C C C C C C C C C C C C C C		acoele				
Deep stall achieved Yes Yes Recovery through pilot action in less than a further 5 sec Dive forward angle on exit O°-30° A O°-30° A Change of course C Changing course 45° or more C C C Changing course 45° or more C C C C C C C C C C C C C C C C C C		1	140		1 100	, A
Recovery Recovery through pilot action in less than a further 5 sec Dive forward angle on exit 0°-30° A Orange of course Changing course 45° or more C Changing course 45° or more C	· ,		Yes		Yes	
Dive forward angle on exit 0° - 30° A 0° - 30° A Change of course Changing course 45° or more C Changing course 45° or more C	· ·		Recovery through pilot action in less than a	D	Recovery through pilot action in less than a	D
Changing course 45° or more C Changing course 45° or more C	Dive forward angle on exit					А

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Recovery from a developed set set - 4.4.13 Developed in set of the set of	12. High angle of attack recovery - 4.4.12								
A		Recovery through pilot action in less than a		D				D	
1. Recovery from a developed in stall - 4.4.13	•								
Doc Notices array on cell		140		, ,,	140				
Contact course (prior then cotagoes)					30° - 60°				
Record problement									
1. Agring microscolary (10 may 10 microscolary 10 microscola									
Processor Proc	Line tension		Most lines tight		Α	Most lines tight			Α
Supplementation behavior 197-467 A 40° Supplementation 197			Van			Lyas			<u> </u>
Representation behavior				150 450			Diverse sell seeds	150 450	
Total charge of course Total charge of cou	Change of course until re-initiation	apse	< 90 Dive di 10ii	15 - 45	^	< 90	Dive or roll angle	15 - 45	
Total charge of course Total charge of cou	Re-inflation behavior	peed colla	Less than 360° No		Α	Spontaneous re	Α		
Total charge of course Total charge of cou		im si 50%							
Total colours Total colour		max tr							
Re-initiation behavior That alterapped recovers Charge of course up the recovery of the second secon	Cascade occurs		No	1		No			Α
Cause or course until ne inflation 20	Change of course until re-inflation	es e	90° - 180° Dive or roll	angle 15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Clarage of course unit in entitation Per Median behavior Total charge of course Charge of course string/IT Very Charge of course string/IT No A	Re-inflation behavior	ed, ollap	Spontaneous re-inflation	•	Α	Spontaneous re	-inflation		А
Cause or course until ne inflation 20	Total change of course	o %c	•		Α				Α
Cause or course until ne inflation 20	Collapse on the opposite side occurs	trin ax 75	No		Α	No			A
Charge of course until re-infation		Ë							
Sports S								I	
No.	Change of course until re-inflation	bse	90° - 180° Dive or roll	angle 15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	A
No.	Re-inflation behavior	rateo colla	Spontaneous re-inflation		Α	Inflates in less th	han 3 sec from st	art of pilot action	С
No.	ŭ	cele							
No. A No. No. A No. No. No. A No.		ac nax {							
Part March Part									
No A No A No A No A No A No A No No	Change of course until re-inflation	Se	90° - 180° Dive or roll	angle 45° - 60°	С	90° - 180°	Dive or roll angle	60° - 90°	D
Discriptional control with a maintained asymmetric collapse - 4.4.15	Re-inflation behavior	ited, ollap	Spontaneous re-inflation	<u>,</u>	Α	Spontaneous re	-inflation		A
No A No A No A No A No A No A No No		elera 5% cx	•			· ·			
Discriptional control with a maintained asymmetric collapse - 4.4.15	Collapse on the opposite side occurs	acc ax 7	No		Α	No			
15. Directional control with a maintained asymmetric collapse - 4.4.15		Ε							
180° turn away from the collapsed side possible in 10 sec. Yes		metric co			, ,,	110			,,
Amount of control range between turn and stall or spin 16. Trim speed spin tendency - 4.4.16 Spin occurs	Able to keep course straight		Yes	Α	Yes			Α	
16. Trim speed spin tendency - 4.4.16 Spin occurs No A No No	180° turn away from the collapsed side possible in 10 sec		Yes		Α	Yes			Α
Spin occurs	Amount of control range between turn and stall or	spin	25% to 50% of the symme	tric control travel	С	More than 50%	of the symmetric	control travel	Α
Spin occurs No A No	16 Trim speed spin tendency - 4.4.16								
Spin occurs No A No A 18. Recovery from a developed spin -4.4.18 Sipin oration angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 180° C Cascade occurs No A No A No A 19. Britne-stall -4.4.19 Change of course before release NA NA Behaviour before release NA NA Recovery NA NA Recovery NA NA Recovery NA NA Subject forward angle on exit Cascade occurs Entry procedure Strabel flight A Stabel flight A Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5 sec A Stabel flight A Stabel			No		Α	No		I	Α
18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Stops spinning in 90° to 180° C ascade occurs No A No	17. Low speed spin tendency - 4.4.17								
Spin rotation angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 180° A No Behaviour before release NA Recovery NA NA Dive tonward angle on exit Cascade occurs NA NA Dive tonward angle on exit Entry procedure Standard technique A Special device required A Special devic			No		Α	No			Α
Cascade occurs No A No A No A 19. B-line-stall - 4.4.19 Change of course before release NA						I		ı	
19. B-line-stall - 4.4.19 Change of course before release			· · ·						
Change of course before release NA NA NA Behaviour before release NA			No No		А	No			A
Recovery NA NA NA					NA	l e		1	NA
Dive forward angle on exit Cascade occurs NA NA 20. Big ears - 4.4.20 Entry procedure Standard technique Standard technique Stable flight A Special device required A Special flight A Special device required A Stable flight A Stable flight A Spontaneous in less than 3 sec A Dive forward angle on exit O° - 30° A O° bis 30° A Special device required A Spontaneous in less than 3 sec A Dive forward angle on exit Entry procedure Standard technique A Special device required A Special de	Behaviour before release				NA				NA
Dive forward angle on exit Cascade occurs NA NA 20. Big ears - 4.4.20 Entry procedure Standard technique Stable flight A Special device required A Special flight A Stable flight A Strable flight A Special device required A Spontaneous in less than 3 sec A Dive forward angle on exit Dive forward angle on exit Standard technique A Special device required A Spontaneous in less than 3 sec A Dive forward angle on exit Entry procedure Standard technique A Special device required A Speci	Recovery				NIA				NA
Cascade occurs 20. Big ears - 4.4.20 Entry procedure Standard technique Standard technique A Special device required A Stable flight A Or bis 30° A Or bis 30° A Special device required A Spontaneous in 8 sec A A Stable flight A Stab	· · · · · · · · · · · · · · · · · · ·				N10	1			
Entry procedure Standard technique A Special device required A Stable flight A O° bis 30° A O° bis 30° A O° bis 30° A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Special device required A Stable flight	Cascade occurs								
Behaviour during big ears Stable flight A Or bis 30° A Stable flight A St	20. Big ears - 4.4.20								
Recovery Spontaneous in 3 to 5 sec B Spontaneous in less than 3 sec A Dive forward angle on exit 0°-30° A 0° bis 30° A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Stable flight A Stable flight A Recovery Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit 0°-30° A 0° bis 30° A Behaviour immediately after releasing the accelerator while raintaining big ears Stable flight A Stable flight A 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA Cascade occurs NA NA NA 24. Remarks of testpilot:	Entry procedure		Standard technique		Α	Special device required			Α
Dive forward angle on exit 0°-30° A 0° bis 30° A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Stable flight A Recovery Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit 0°-30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stable flight A Behaviour immediately after releasing the accelarator while maintaining big ears A 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA Cascade occurs NA NA NA 24. Remarks of testpilot:	Behaviour during big ears			Α	Stable flight			Α	
21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Stable flight A Recovery Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit 0°-30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stabl	Recovery	Spontaneous in 3 to 5 sec		В	Spontaneous in less than 3 sec			Α	
Entry procedure Standard technique A Special device required A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec A Stable flight A Stable fligh		0° - 30°		Α	A 0° bis 30°			Α	
Behaviour during big ears Stable flight A Stable flight A Spontaneous in 3 to 5 sec A O° bis 30° A O° bis 30° A Stable flight A Stable fl	3							-	
Recovery Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit 0°-30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while raintaining big ears Stable flight A Stable flight A 23. Alternative means of directional control -4.4.22 180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual -4.4.23 Procedure works as descibed NA NA Procedure unitable for novice pilots NA NA Cascade occurs NA NA NA 24. Remarks of testpilot:		•			<u>'</u>				
Dive forward angle on exit O° - 30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while maintaining big ears 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Yes A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed Procedure works as descibed NA NA NA NA A NA NA NA NA NA									
Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stable fl	,							Α	
maintaining big ears Stable riight A Stable ri									
180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23	maintaining big ears		Stable flight		Α	Stable flight			Α
Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA NA Procedure suitable for novice pilots NA NA Cascade occurs NA NA NA 24. Remarks of testpilot:	23. Alternative means of directional control -	4.4.22							
23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed Procedure suitable for novice pilots NA Cascade occurs NA NA A A A A A A A A A A A A A A A A	180° turn achievable in 20 sec		Yes		Α	Yes			Α
Procedure works as descibed NA NA Procedure suitable for novice pilots NA NA Cascade occurs NA NA 24. Remarks of testpilot:					Α	No			Α
Procedure suitable for novice pilots NA		ation des	cribed in the user's manua	I - 4.4.23	NIA				NIA
Cascade occurs NA NA 24. Remarks of testpilot:					NA				NA
					NA				NA
	24. nemarks of testpilot:					1			

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