FTR - Flight Test Report

Manufacturer	SKYWALK Skywalk GmbH & Co.KG Windeckstr. 4 83250 Marquartstein	**Type testing No.**	**EAPR-GS-0004/13**
		Seriennummer	**jxii-m-201302-04**
Model	**Join't3 M**	**Location**	**Achensee**
		Trimmer / Pitch	**offen / open**

EAPR Messen | Prüfen | Bewerten

Rev. 2.1 - 10.05.2013

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

Date of testing	**Minimum take off weight** **11.06.13**		**Maximum take off weight** **19.06.13**	
Testpilot	**Mike Küng**		**Anselm Rauh**	
Harness	**EAPR Tandem TE**		**Walibi/EAPR TE**	
Pilot's take off weight	**130 kg**		**223 kg**	

Classification	**B**

Test-criteria	Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.1.1				
Rising behavior	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing - 4.1.2				
Special landing technique required	No	A	No	A
3. Speeds in straight flight - 4.1.3				
Trim speed more than 30km/h	Yes	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	B
4. Control movement - 4.1.4				
Max. weight in flight up to 80kg		-		-
Max. weight in flight 80 to 100kg		-		-
Max. weight in flight greater than 100kg	Increasing >65 cm	A	Increasing >65 cm	A
5. Pitch stability exiting accelerated flight - 4.1.5				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight - 4.1.6				
Collapse occurs	No	A	No	A
7. Roll stability and damping - 4.1.7				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals - 4.1.8				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn - 4.1.9				
Sink rate after two turns	More than 14m/s	B	More than 14m/s	B
10. Symmetric front collapse - 4.1.10				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	30° - 60° Keeping course	B	0° - 30° Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall) - 4.1.11				
Deep stall achieved	Yes		Yes	
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30°	A	30° - 60°	B
Change of course	Changing course less than 45°	A	Changing course less than 45°	A

Cascade occurs		No			A	No			A
12. High angle of attack recovery - 4.1.12									
Recovery		Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A
Cascade occurs		No			A	No			A
13. Recovery from a developed full stall - 4.1.13									
Dive forward angle on exit		30° - 60°			B	30° - 60°			B
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse)		No			A	No			A
Rocking backward		Less than 45°			A	Less than 45°			A
Line tension		Most lines tight			A	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14									
Change of course until re-inflation	max 50% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior		Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	B
Re-inflation behavior		Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs		No			A	No			A
15. Directional control with a maintained asymmetric collapse - 4.1.15									
Able to keep course straight		Yes			A	Yes			A
180° turn away from the collapsed side possible in 10 sec		Yes			A	Yes			A
Amount of control range between turn and stall or spin		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		No			A	No			A
17. Low speed spin tendency - 4.1.17									
Spin occurs		No			A	No			A
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in less than 90°			A	Stops spinning in less than 90°			A
Cascade occurs		No			A	No			A
19. B-line-stall - 4.1.19									
Change of course before release					NA				NA
Behaviour before release					NA				NA
Recovery					NA				NA
Dive forward angle on exit					NA				NA
Cascade occurs					NA				NA
20. Big ears - 4.1.20									
Entry procedure		Special device required			A	Special device required			A
Behaviour during big ears		Stable flight			A	Stable flight			A
Recovery		Spontaneous in 3 to 5 sec			B	Spontaneous in 3 to 5 sec			B
Dive forward angle on exit		0° - 30°			A	0° bis 30°			A
21. Big Ears in accelerated flight - 4.1.21									
Entry procedure		Special device required			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
22. Behaviour exiting a steep spiral - 4.1.22									
Tendency to return to straight flight		Spontaneous exit			A	Spontaneous exit			A
Turn angle to recover normal flight		Less than 720°, spontaneous recovery			A	Less than 720°, spontaneous recovery			A
23. Alternative means of directional control - 4.1.23									
180° turn achievable in 20 sec		Yes			A	Yes			A
Stall or spin occurs		No			A	No			A
24. Any other flight procedure and/or configuration described in the user's manual - 4.1.24									
Procedure works as descibed					NA				NA
Procedure suitable for novice pilots					NA				NA
Cascade occurs					NA				NA
25. Remarks of testpilot:									
		B-Stall durch Hersteller im Handbuch ausgeschlossen				B-Stall durch Hersteller im Handbuch ausgeschlossen			

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