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

Manufacturer	- Site	Type testing No.	EAPR-GS-0567/16	JE J J J
	Hochriess traße 1 D-83126 Flints bach	serial number		Messen Prüfen Bewerten Rev. 2.3 - 26.11.2014
Model	Gravis S	Leastion	Monte Baldo	EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany
Comment		Location	Mt. Baldo	

ise, vervielfältigt werden

Date of testing	28.10.2016	Minimum take o 65 kg		Maximum take off 90 kg	weight
Testpilot			1 and	Mike Küng	
Harness		EAPR Testequipmen	t	EAPR-Testequipment	
Pilot's take off weig	ht	65	kg	90 kg	

Classification B



Test-criteria		Minimum take off weight Evaluation		Maximum take off weight	Evaluatio
1. Inflation / take-off - 4.4.1					
Rising behavior		no pilot correction required	А	no pilot correction required	А
Special take off technique required		No	А	No	А
2. Landing - 4.4.2		•			
Special landing technique required		No	А	No	А
3. Speeds in straight flight - 4.4.3					
Trim speed more than 30km/h		Yes	А	Yes	A
Speed range using the controls larger than 10km/	h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
4. Control movement - 4.4.4		Lood man Lo mini			
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	4.5				
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during acc	elerated	flight - 4.4.6			
Collapse occurs		No	A	No	A
7. Roll stability and damping - 4.4.7		•			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals - 4.4.8					
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral d	ivo - 4 4			Spontaneous exit	~
Initial response of glider (first 180°)	106 - 4.4.	No immediate reaction	В	No immediate reaction	D
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	B
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
		Less than 720, spontaleous recovery	A	Less than 720, spontalleous recovery	A
10. Symmetric front collapse - 4.4.10					_
Folding lines used		No		No	
Entry	~ 30%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	> paads	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	A
Dive forward angle on exit	trim sp	0° - 30° Keeping course	A	0° - 30° Entering a turn of less than 90°	A
Cascade occurs		No Dealize healt less than 45%	A	No Dealing healt loss than 45%	A
Entry Recovery	> 50%	Rocking back less than 45° Spontaneous in less than 3 sec	A	Rocking back less than 45° Spontaneous in less than 3 sec	A
	paads	30° - 60° Keeping course	В	30° - 60° Entering a turn of less than 90°	В
Dive forward angle on exit Cascade occurs	ų	No Keeping course	A	No Entering a turn of less than 90°	A
Entry	%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Herated > 50%	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit		30° - 60° Keeping course	В	30° - 60° Entering a turn of less than 90°	В
Cascade occurs	acce	No	Ā	No	A
11. Exiting deep stall (parachutal stall) - 4.4.1	1				
Deep stall achieved		Yes		Yes	
Recovery		Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
·		30° - 60°	В	30° - 60°	В
Dive forward angle on exit		Changing course less than 45°	A		A
Change of course	Change of course Cascade occurs			Changing course less than 45°	

12. High angle of attack recovery - 4.4.12									
Recovery	Spontaneous in less than 3 sec.			А	Spontaneous in	А			
Cascade occurs	Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A	
13. Recovery from a developed full stall - 4.4.1	No			A	Nð			A	
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
ollapse ascade occurs (other than collapse)		No collapse			A	No collapse			A
Rocking backward		No Less than 45°			A	No Less than 45°			A
Line tension		Most lines tight			A	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.4.14					_				
Folding lines used		No	1	1		No	1		
Change of course until re-inflation	se	< 90°	Dive or roll angle	0° - 15°	A	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation		А	Spontaneous re-inflation			А	
Total change of course	trim speed < 50% colla	Less than 360°		A				A	
Collapse on the opposite side occurs	trir Jax 5	No			A	No			A
Twist occurs Cascade occurs	-	No No			A	No No			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
	trim speed, max 75% collapse						-		
Re-inflation behavior	speed, % colla	Spontaneous re-	-inflation		A	Spontaneous re	-inflation		A
Total change of course	trim s < 75%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	t max	No No			A	No No			A
Cascade occurs		No		A	No			A	
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	А	90° - 180°	Dive or roll angle	15° - 45°	В
	accelerated, max 50% collapse			.5 10					
Re-inflation behavior	accelerated x 50% colla	Spontaneous re-	-inflation		Α	Spontaneous re	-inflation		А
Total change of course	scele 50%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	a max	No No			A	No No			A
Cascade occurs		No	C	r	A	No	r	1	A
Change of course until re-inflation	Ð	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	inflation		А	Spontaneous re	inflation		А
	lerat % co	Less than 360°	Innation		A	Less than 360°	-initiation		
Total change of course Collapse on the opposite side occurs	acce x 75	No			A	No			A
Twist occurs	ma	No		A	No			A	
Cascade occurs 15. Directional control with a maintained asymptotic data asym	metric co	No			A	No			A
Able to keep course straight		Yes			А	Yes			A
180° turn away from the collapsed side possible in	10 sec				А	Yes			А
Amount of control range between turn and stall or s	spin	More than 50%	of the symmetric of	control travel	A	More than 50%	of the symmetric of	control travel	A
16. Trim speed spin tendency - 4.4.16									
Spin occurs		No			A	No			A
17. Low speed spin tendency - 4.4.17 Spin occurs		No			Α	No			А
18. Recovery from a developed spin - 4.4.18		140				110			
Spin rotation angle after release		Stops spinning i	n loss than 90°		А	Stops spinning i	n loss than 90°		А
		Stops spinning in less than 90°			Stops spinning in less than 90° No				
Cascade occurs 19. B-line-stall - 4.4.19		No			A	INO	A		
Change of course before release		Changing course less than 45°			A	Changing course	A		
Behaviour before release		Remains stable with straight span		A	Remains stable with straight span			A	
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit Cascade occurs		0° - 30° No		A	30° - 60° No			A	
20. Big ears - 4.4.20					A				
Entry procedure		Standard toobnir			А	Standard tooboil	ane		А
	Standard technique				Standard technique				
Behaviour during big ears		Stable flight		A	Stable flight			A	
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		0° - 30°		A	0° bis 30°			A	
Entry procedure		Standard technique		A	Standard technique			A	
Behaviour during big ears		Stable flight		A	Stable flight			A	
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit Behaviour immediately after releasing the accelarator while		0° - 30°		А	0° bis 30°			A	
maintaining big ears	ator writte	Stable flight			А	Stable flight			А
23. Alternative means of directional control - 4	1.4.22								
180° turn achievable in 20 sec		Yes			А	Yes			А
Stall or spin occurs		No			A	No			A
				20					
23. Any other flight procedure and/or configura	ation des	cribed in the user	's manual - 4.4.2	23					
23. Any other flight procedure and/or configuration Procedure works as descibed	ation des	cribed in the user	's manual - 4.4.2	23	NA				NA
23. Any other flight procedure and/or configure Procedure works as descibed Procedure suitable for novice pilots	ation des	cribed in the user	's manual - 4.4.2	23	NA				NA
23. Any other flight procedure and/or configuration Procedure works as descibed	ation des	cribed in the user	's manual - 4.4.	23					
23. Any other flight procedure and/or configure Procedure works as descibed Procedure suitable for novice pilots Cascade occurs	ation des	cribed in the user	's manual - 4.4.2	23	NA				NA