FTR - Flight Test Report / Tandem Trimmer: offen / open

Manufacturer	independence gliders for real pilots Fly Market GmbH & Co.KG Am Schönebach 3 D-87637 Eisenberg	**Type testing No.**	**EAPR-GS-0092/14**
		Date	**19.02.14**
Model	**Duett**	**Location**	**Achensee + Zillertal** **Lenggries, Schruns, Weesen**

EAPR Messen | Prüfen | Bewerten

Rev. 2.1 - 13.08.2013
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Date of testing	**Minimum take off weight** **17.11. - 01.12.2013**		**Maximum take off weight** **4.12-11.12.2013**	
Testpilot	**Mike Küng**		**Anselm Rauh**	
Harness	**EAPR-Tandemtestequipment**		**Supair Walibi + Ava Acro**	
Pilot's take off weight	**150 kg**		**230 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 3 to 5 sec		B	Spontaneous in 3 to 5 sec		B
Dive forward angle on exit	30° - 60°	Entering a turn of less than 90°	B	30° - 60°	Keeping course	B
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		0° - 30°			A	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°	Dive or roll angle	15° - 45°	A	< 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		0			A	Stable flight			A
Recovery		Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A
Dive forward angle on exit		0° - 30°			A	0° bis 30°			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:									

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