## FTR - Flight Test Report

Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht auszugsweise, vervielfältigt werden

		Location	Achensee	
Model Pica S		Location	Achensee	
	Hochriesstraße 1 D-83126 Flintsbach	serial number	012picf124-ic2193	
ICARO PARA SLIDERS		Type testing No.	EAPR-GS-0381/15	



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

Date of testing	19.02.2015	Minimum take off weight 75 kg		Maximum take 95 kg	
Testpilot		Mike Küng		Mario Eder	
Harness		EAPR-Testequipmen	t	EAPR leicht	
Pilot's take off weigh	nt	75	kg	95	kg M

Classification

Δ



Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1					
Rising behavior		Smooth, easy and constant rising, no pilot correction required	Α	Smooth, easy and constant rising, no pilot correction required	Α
Special take off technique required		No	Α	No	Α
2. Landing - 4.4.2					
Special landing technique required		No	Α	No	Α
3. Speeds in straight flight - 4.4.3		1			
Trim speed more than 30km/h		Yes	l A	Yes	A
Speed range using the controls larger than 10km/l	'n	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	А	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	Α	Increasing > 60cm	А
Max. weight in flight greater than 100kg			-		-
5. Pitch stability exiting accelerated flight - 4.4	1.5				
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	Α
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during acc	elerated f	light - 4.4.6			
Collapse occurs		No	А	No	Α
7. Roll stability and damping - 4.4.7		•			•
Oscillations		Reducing	l A	Reducing	l A
8. Stability in gentle spirals - 4.4.8		ricutoring		ricularing	
Tendency to return to straight flight		Spontaneous exit	l A	Cooptopogue avit	А
	444		A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral d	ive - 4.4.				
Initial response of glider (first 180°)		Immediate reduction of rate in turn	A	Immediate reduction of rate in turn	A
Tendency to return to straight flight  Turn angle to recover normal flight		Spontaneous exit	A	Spontaneous exit	A
·		Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
10. Symmetric front collapse - 4.4.10					
Folding lines used		No		No No	
Entry	~ 30%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	~ peeds	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	86	0° - 30° Entering a turn of less than 90°	° A	0° - 30° Keeping course	Α
Cascade occurs	E .	No	Α	No	Α
Entry	> 50%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	g < peeds	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	trim sp	0° - 30° Entering a turn of less than 90°		0° - 30° Keeping course	Α
Cascade occurs		No	A	No	A
Entry	20%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	accelerated >	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	ejeo:	0° - 30° Entering a turn of less than 90°		0° - 30° Entering a turn of less than 90°	A
Cascade occurs		No	Α	No	Α
11. Exiting deep stall (parachutal stall) - 4.4.1	1				
Deep stall achieved		Yes		Yes	
Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit		0° - 30°	Α	0° - 30°	Α
Change of course		Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs		No	Α	No	Α

12. High angle of attack recovery - 4.4.12									
Recovery		Spontaneous in	less than 3 sec		А	Spontaneous in	less than 3 sec		Α
Cascade occurs		No			Α	No			А
13. Recovery from a developed full stall - 4.4	.13								
Dive forward angle on exit		0° - 30° No collapse			A	0° - 30°			A
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse No			A
Rocking backward		Less than 45°			Α	Less than 45°			A
Line tension  14. Asymmetric collapse (trim speed) - 4.4.14	1	Most lines tight			Α	Most lines tight			Α
Folding lines used	•	No				No			
Change of course until re-inflation	0	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	А
De la fielle e ha ha e la c	trim speed, max 50% collapse	0	1-0-1		•	0	1.0.0		
Re-inflation behavior	spee % col	Spontaneous re			A	Spontaneous re			A
Total change of course  Collapse on the opposite side occurs	x 500	Less than 360° No	·		A	Less than 360° No	·		A
Twist occurs	E E	No			Α	No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	esd	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re	e-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course	trim speed x 75% colla	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	max <sub>tt</sub>	No No			A	No No			A
Cascade occurs		No			Ä	No			A
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	А
	d, apse		1	.0 40				0 10	
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re	e-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course Collapse on the opposite side occurs	ccele 50%	Less than 360° No			A A	Less than 360° No			A A
Twist occurs	a max	No			A	No			Α
Cascade occurs		No		ı	Α	No			Α
Change of course until re-inflation	es	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re	e-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course	accelerated IX 75% collay	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	acc lax 7	No			A	No No			A
Twist occurs Cascade occurs	₽	No No			A	No No			A
15. Directional control with a maintained asyn	nmetric co	llapse - 4.4.15							
Able to keep course straight		Yes			Α	Yes			Α
$180\ensuremath{^\circ}$ turn away from the collapsed side possible	in 10 sec	Yes			Α	Yes			Α
Amount of control range between turn and stall or	r spin	More than 50%	of the symmetric	control travel	Α	More than 50% of the symmetric control travel		ntrol travel	Α
16. Trim speed spin tendency - 4.4.16		<u> </u>							
Spin occurs		No			Α	No			А
17. Low speed spin tendency - 4.4.17									
Spin occurs		No			Α	No			Α
18. Recovery from a developed spin - 4.4.18		1							
Spin rotation angle after release		Stops spinning in less than 90°		Α	Stops spinning in less than 90°			Α	
Cascade occurs		No			Α	No			Α
19. B-line-stall - 4.4.19 Change of course before release		Changing cours	to loss than 45°		Α	Changing cours	to loss than 45°		A
Behaviour before release			with straight span		A				A
					A	ricinalis stable	with straight span		A
Recovery		Spontaneous in	less than 3 sec		Α		less than 3 sec		Α
Dive forward angle on exit		0° - 30°			A	0° - 30°			A
Cascade occurs  20. Big ears - 4.4.20		No			А	No			Α
Entry procedure		Standard techn	ique		А	Special device	required		А
Behaviour during big ears		Standard tecrin	ique		A	Stable flight	roquireu		A
Denavious during big ears			lose than 2 and		A		less than 3 sec		A
sovery Spontaneous in less than 3 sec		· ·	i icoo uldii 3 Sec			0° bis 30°	i icoo ilidii o Sec		
Recovery  Dive forward angle on exit					Α	U DIS 30"			Α
Dive forward angle on exit		0° - 30°							
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21			igue		۸	Special davis -	required		^
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure		Standard techn	ique		A	Special device	required		A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears		Standard techn Stable flight			Α	Stable flight			Α
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears  Recovery		Standard techn Stable flight Spontaneous in	ique n less than 3 sec		A A	Stable flight Spontaneous in	required		A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears	rator while	Standard techn Stable flight Spontaneous in			A A A	Stable flight Spontaneous in 0° bis 30°			A A A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelamaintaining big ears		Standard techn Stable flight Spontaneous in			A A	Stable flight Spontaneous in			A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accele		Standard techn Stable flight Spontaneous in			A A A	Stable flight Spontaneous in 0° bis 30°			A A A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelamaintaining big ears		Standard techn Stable flight Spontaneous in			A A A	Stable flight Spontaneous in 0° bis 30°			A A A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the acceleration and acceleration in the control of t	4.4.22	Standard techn Stable flight Spontaneous ir 0° - 30° Stable flight  Yes No	n less than 3 sec		A A A	Stable flight Spontaneous in 0° bis 30° Stable flight			A A A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelerational generation of the control of the c	4.4.22	Standard techn Stable flight Spontaneous ir 0° - 30° Stable flight  Yes No	n less than 3 sec	23	A A A A	Stable flight Spontaneous in 0° bis 30° Stable flight Yes			A A A A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the acceleration and acceleration in the control of t	4.4.22	Standard techn Stable flight Spontaneous ir 0° - 30° Stable flight  Yes No	n less than 3 sec	223	A A A A	Stable flight Spontaneous in 0° bis 30° Stable flight Yes			A A A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears  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 Procedure works as descibed	4.4.22	Standard techn Stable flight Spontaneous ir 0° - 30° Stable flight  Yes No	n less than 3 sec	23	A A A A NA	Stable flight Spontaneous in 0° bis 30° Stable flight Yes			A A A A NA

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

Manufacturer	3 E	Type testing No.	EAPR-GS-0334/15
	PARAGLIDERS	serial number	8picf426
Model Pica 26		Location	Walensee, Brauneck
		Location	Schruns und Weesen



Rev. 2.1 - 06.03.2014 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing	13.11.14 - 13.1.15	Minimum take off weight 80 kg			Maximum take 105 k		eight/
Testpilot		Mike Küng			Anselm Rauh		
Harness		EAPR-Testequipmen	ıt		EAPR leicht		
Pilot's take off weig	ht	80	kg		106	kg	

Classification

Α



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	Α	Smooth, easy and constant rising	А
Special take off technique required		No	Α	No	Α
2. Landing - 4.1.2					
Special landing technique required		No	Α	No	A
3. Speeds in straight flight - 4.1.3		•			
Trim speed more than 30km/h		Yes	Α	Yes	Α
Speed range using the controls larger than 10km/	'h	Yes	А	Yes	Α
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
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	А	Increasing >65 cm	Α
5. Pitch stability exiting accelerated flight - 4.1	.5	•			
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during acc	elerated f	light - 4.1.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	Α	Reducing	Α
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn - 4.1.9					
Sink rate after two turns		Up to 12m/s	Α	12m/s to 14m/s	Α
10. Symmetric front collapse - 4.1.10					
Entry		Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	trim speed	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	Ξį	0° - 30° Entering a turn of less than 90°	A	0° - 30° Keeping course	Α
Cascade occurs	-	No	Α	No	Α
Entry	p	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	accelerated	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	CCG	0° - 30° Entering a turn of less than 90°		0° - 30° Keeping course	Α
Cascade occurs	to to	No	Α	No	Α

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	Yes				Yes			
Deep stall achieved Recovery		in less than 3 sec		Α	Spontaneous in	loce than 2 and		Α
,	·	in less than 5 sec			· ·	less man 5 sec		
Dive forward angle on exit  Change of course	0° - 30°	irse less than 45°		A	0° - 30° Changing course	a loce than 15°		A A
Cascade occurs	No No	iise iess tiiaii 43		A	No	e less than 45		A
12. High angle of attack recovery - 4.1.12	•				•			
Recovery	Spontaneous	in less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Cascade occurs	No			Α	No			Α
13. Recovery from a developed full stall - 4.1.13				, ,,	-			
Dive forward angle on exit	0° - 30°			Α	0° - 30°			Α
Collapse	No collapse			Α	No collapse			Α
Cascade occurs (other than collapse)  Rocking backward	No Less than 45°			A	No Less than 45°			A A
Line tension	Most lines tigh	nt		A	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14								
Change of course until re-inflation	« < 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Situating of course until 10 militarion	abse		10 40				0 10	
Re-inflation behavior	Spontaneous re-inflation  Less than 360° No No			Α	Spontaneous re-	-inflation		Α
Total change of course	Less than 360	)°		A	Less than 360°			A
Collapse on the opposite side occurs  Twist occurs	X No			A	No			A A
Cascade occurs	No			A	No			A
Change of course until re-inflation	o < 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior  Total change of course Collapse on the opposite side occurs Twist occurs	Spontaneous	re-inflation		^	Spontaneous re-	-inflation		^
Table have a few	Spontaneous			A	· ·	manon		A
Total change of course  Collapse on the opposite side occurs	Less than 360	)~		A A	Less than 360°			A A
Twist occurs	No No			A	No			A
Cascade occurs	No			A	No			A
Change of course until re-inflation	φ < 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior  Total change of course Collapse on the opposite side occurs Twist occurs	Spontaneous	re-inflation		А	Spontaneous re-	-inflation		А
Total change of course	% Less than 360	)°		Α	Less than 360°			Α
Collapse on the opposite side occurs	No No			A	No			A
Twist occurs  Cascade occurs	No No			A	No No			A
Change of course until re-inflation	< 90°	Dive or roll angle	15° - 45°	A A	< 90°	Dive or roll angle	15° - 45°	A A
Re-inflation behavior	986		13 - 43		Spontaneous re-		13 - 43	A
Re-inflation behavior  Total change of course Collapse on the opposite side occurs	Spontaneous			Α	· ·	-initation		
Total change of course  Collapse on the opposite side occurs	Less than 360	)°		A	Less than 360° No No			A A
Twist occurs	No No			A				A
Cascade occurs	No			Α	No			Α
15. Directional control with a maintained asymmetric					r.,			
Able to keep course straight	Yes			Α	Yes			Α
180° turn away from the collapsed side possible in 10 se	ec Yes			Α	Yes			Α
Amount of control range between turn and stall or spin	More than 509	% of the symmetric c	ontrol travel	А	More than 50% of	of the symmetric c	ontrol travel	Α
16. Trim speed spin tendency - 4.1.16	1				r			
Spin occurs  17. Low speed spin tendency - 4.1.17	No			Α	No			Α
Spin occurs	No			A	No			Α
18. Recovery from a developed spin - 4.1.18								
Spin rotation angle after release	Stops spinnin	g in less than 90°		Α	Stops spinning i	n less than 90°		Α
Cascade occurs	No			A	No			A
19. B-line-stall - 4.1.19	<u> </u>				•			
Change of course before release	Changing cou	rse less than 45°		Α	Changing course	e less than 45°		Α
Behaviour before release	Remains stab	le with straight span		А	Remains stable	with straight span		Α
Recovery	Spontaneous	in less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Dive forward angle on exit Cascade occurs	0° - 30° No			A A	0° - 30° No			A A
20. Big ears - 4.1.20	1110			, A	1.40			
Entry procedure	Standard tech	nnique		Α	Special device re	equired		А
Behaviour during big ears	Standard tech Stable flight	ıı ıldın e		A	Stable flight	oquirou		
	·	in lace than 2 and		A		loce than 2 and		Α Λ
Recovery		in less than 3 sec			Spontaneous in	iess man 3 Sec		A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.1.21	0° - 30°			Α	0° bis 30°			Α
	Curra un				Operated at all			
Entry procedure	Standard tech	iriique		A	Special device re	equired		A
Behaviour during big ears	Stable flight	to to a set		A	Stable flight	Learning 2		A
Recovery	·	in less than 3 sec		A	Spontaneous in	iess than 3 sec		A
Dive ferward angle on svit					A 0° bis 30°			Α
Dive forward angle on exit  Behaviour immediately after releasing the accelarator will	0° - 30°							
Dive forward angle on exit  Behaviour immediately after releasing the accelarator will maintaining big ears  22. Behaviour exiting a steep spiral - 4.1.22				A	Stable flight			A

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Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery  A Less than 720°, spontaneous recovery			Α
23. Alternative means of directional control - 4.1.23				
180° turn achievable in 20 sec	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configuration desc	ribed 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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## FTR - Flight Test Report

Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht auszugsweise, vervielfältigt werden.

Manufacturer	I CARO	Type testing No.	EAPR-GS-0391/15
	ICARO paragliders Hochriesstraße 1 D-83126 Flintsbach	serial number	993-391-Pica-L
Model	Pica L	Location	Achensee
		Location	Rofan, Achensee



Rev. 2.1 - 06.03.2014 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing	10.04.2015	Minimum take off w 95 kg	eight	Maximum take of 125 kg	weight
Testpilot		Mario Eder		Anselm Rauh	Fig.
Harness		EAPR Testgurt leicht		EAPR schwer	
Pilot's take off weigh	t	97 kg		125 k	

Classification

A



Test-criteria 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	А	Smooth, easy and constant rising	А
Special take off technique required		No	A	No	Α
2. Landing - 4.1.2			•		
Special landing technique required		No	Α	No	Α
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes	Α	Yes	Α
Speed range using the controls larger than 10kr	n/h	Yes	Α	Yes	А
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing > 60cm	А		-
Max. weight in flight greater than 100kg			-	Increasing >65 cm	А
5. Pitch stability exiting accelerated flight - 4	.1.5	1			
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No A No		No	Α
6. Pitch stability operating controls during ac	celerated f	light - 4.1.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals - 4.1.8		•			
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	A
9. Behaviour in a steeply banked turn - 4.1.9		•			
Sink rate after two turns		12m/s to 14m/s	Α	12m/s to 14m/s	Α
10. Symmetric front collapse - 4.1.10		-			<u> </u>
Entry		Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	trim speed	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	<u>=</u>	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs	<u></u> =	No	A	No	A
Entry	ъ	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	accelerated	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	А
Dive forward angle on exit	ဓဘ	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
		No	Α	No	Α

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Deep stall achieved Yes Yes								
·		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α
Recovery		· ·			0° - 30°			
Dive forward angle on exit  Change of course		0° - 30°  Changing course less than 45°		A	Changing course less than 45° No			A A
Cascade occurs		No		A				A
12. High angle of attack recovery - 4.1.12								
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α
Cascade occurs		No		Α	No			Α
13. Recovery from a developed full stall - 4.1.1								
Dive forward angle on exit	0° - 30°	Α	0° - 30°			Α		
Collapse  Cascade occurs (other than collapse)		No collapse		A	No collapse			A A
Rocking backward		Less than 45°		A	Less than 45°			A
Line tension	Most lines tight	Α	Most lines tight			Α		
14. Asymmetric collapse (trim speed) - 4.1.14								
Change of course until re-inflation	eg.	< 90° Dive or roll an	gle 0° - 15°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation	1	Α	Spontaneous re-	inflation		Α
Total change of course	trim speed < 50% colla	Less than 360°		A	Less than 360°			A
Collapse on the opposite side occurs	triir X 50	No	A	No			A	
Twist occurs	l a	No		Α	No No			Α
Cascade occurs		No	1	Α	No			A
Change of course until re-inflation	esd	< 90° Dive or roll an	gle 15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-inflation		Α	Spontaneous re-	Α		
Total change of course	im s 75%	Less than 360°		Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	tri Tax	No No		A	No No			A A
Cascade occurs		No		A	No			A
Change of course until re-inflation		< 90° Dive or roll an	ale 15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	А
	accelerated, max 50% collapse		10 40			•	10 40	
Re-inflation behavior	erate o col	Spontaneous re-inflation		Α	Spontaneous re-inflation			Α
Total change of course  Collapse on the opposite side occurs	20elk	Less than 360°		A	Less than 360°			A
Twist occurs	nax a	No No		A	No			A A
Cascade occurs	_	No		A	No			A
Change of course until re-inflation	esc	< 90° Dive or roll an	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-inflation		Α	Spontaneous re-	inflation		Α
Total change of course	celer 75%	Less than 360°		Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	ax 7	No No	A	No No No			A	
Cascade occurs	Ε	No					A	A A
15. Directional control with a maintained asym	metric col	lapse - 4.1.15						
Able to keep course straight	Yes	Α	Yes			Α		
180° turn away from the collapsed side possible in 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 - 4.1.16								
Spin occurs		No	Α	A No				
17. Low speed spin tendency - 4.1.17		No			A No			
Spin occurs  18. Recovery from a developed spin - 4.1.18		140		А	INO			Α
Spin rotation angle after release	Stops spinning in less than 9	Α	Stone eninning in	less than QOo		А		
Cascade occurs		No	A	Stops spinning in less than 90°  No				
19. B-line-stall - 4.1.19		140		А	1 140			Α
Change of course before release		Changing course less than 4	5°	А	Changing course	less than 45°		Α
Behaviour before release		Remains stable with straight span		A	Remains stable with straight span			A
Recovery		Spontaneous in less than 3 s	Α	Spontaneous in less than 3 sec			Α	
Dive forward angle on exit		0° - 30°		A	0° - 30°			A
Cascade occurs		No		Α	No			Α
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 less than 3 sec		Α	Spontaneous in less than 3 sec			Α
Dive forward angle on exit		0° - 30°		Α	0° bis 30°			Α
21. Big Ears in accelerated flight - 4.1.21								
Entry procedure		Special device required		A	Special device required			A
Behaviour during big ears  Recovery		Stable flight Spontaneous in less than 3 sec		A	Stable flight  Spontaneous in less than 3 sec			A A
Dive forward angle on exit		Spontaneous in less than 3 sec  0° - 30°		A	0° bis 30°			A
Behaviour immediately after releasing the accelarator while		Stable flight	A	Stable flight			A	
maintaining big ears	J		I					
22. Behaviour exiting a steep spiral - 4.1.22								

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Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
23. Alternative means of directional control -	4.1.23			
180° turn achievable in 20 sec	Yes	А	Yes	Α
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configuration	ration 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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