## 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	
Manufacturer		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 off weight 95 kg
Testpilot	Mike Küng	Mario Eder
Harness	EAPR-Testequipment	EAPR leicht
Pilot's take off weight	75 kg	95 kg

Classification

Α



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	А
2. Landing - 4.4.2					
Special landing technique required		No	l A	No	А
3. Speeds in straight flight - 4.4.3		1.0	, , ,		
Trim speed more than 30km/h		Yes	l A	Yes	Α
Speed range using the controls larger than 10km/h	h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	A	Less than 25 km/h	А
4. Control movement - 4.4.4		EGGS MAIN 20 MINI	А	ECGS than 25 kmm	
4. Control movement - 4.4.4		1			
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing > 60cm	Α	Increasing > 60cm	Α
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°	А
Collapse occurs		No	А	No	Α
6. Pitch stability operating controls during acc	elerated f	light - 4.4.6			•
Collapse occurs		l No	Α	No	A
7. Roll stability and damping - 4.4.7		1.0	, , ,		
Oscillations		Reducing	l A	Reducing	Α
		Reducing	A	Reducing	A
8. Stability in gentle spirals - 4.4.8		To a second			
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	А
9. Behaviour exiting a fully developed spiral di	ive - 4.4.9				
Initial response of glider (first 180°)		Immediate reduction of rate in turn	Α	Immediate reduction of rate in turn	Α
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	А
10. Symmetric front collapse - 4.4.10					
Folding lines used		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	- E	0° - 30° Entering a turn of less than 9		0° - 30° Keeping course	A
Cascade occurs		No	A	No	A
Entry Recovery	%05 < b	Rocking back less than 45°  Spontaneous in less than 3 sec	A	Rocking back less than 45°  Spontaneous in less than 3 sec	A
Dive forward angle on exit	peeds	0° - 30° Entering a turn of less than 9	90° A	0° - 30° Keeping course	Α
Cascade occurs	Ë	No Entering a turn or less than s	A	No Reeping course	A
Entry	*	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	%09 < pay	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	icce le rate d >	0° - 30° Entering a turn of less than 9	90° A	0° - 30° Entering a turn of less than 90°	А
Cascade occurs	acc	No	A	No	A
11. Exiting deep stall (parachutal stall) - 4.4.11	1				
Deep stall achieved		Yes		Yes	
			А	Spontaneous in less than 3 sec	Α
Recovery		Spontaneous in less than 3 sec		Spontaneous in less than 5 sec	
·		Spontaneous in less than 3 sec  0° - 30°	A	0° - 30°	A
Recovery		'		'	

	12. High angle of attack recovery - 4.4.12									
1. Recovery from a developed that all = 4.4.12		Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			А	
1. Recovery from a developed in stall *4.1.32	Cascade occurs		No			Α	No			A
Colleges (Colleges (Colleg		3								
Second course counts in the record people   Act   Act   Not   No										Α
Received perspection of the perspect of the										A
The Agreement of Consequent Free Production  See inflation behavior  These Consequent Free Production  See inflation behavior  These Consequent Free Production  The Consequent Free Productio										A
Production between the revinition   Production   Produc			Most lines tight			Α	Most lines tight			А
See inflation behavior			I NI=				Line			
Sportstereous re-inflation   A   Sportstereous re-inflation   Cases the sport   Ca				T	450 450			I I	00 450	
Re-inflation behavior   Sportamenous re-inflation   A   Sportamenous re-inflation   Sportamenous re-inflation   A   Sportamenous re-inflation   Sportamenous re-inflation   A   Sportamenous re-inflation   A   Sportamenous re-inflation   Spor	Change of course until re-inflation	bse	< 90°	Dive or roll angle	15" - 45"	А	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior   Sportamenous re-inflation   A   Sportamenous re-inflation   Sportamenous re-inflation   A   Sportamenous re-inflation   Sportamenous re-inflation   A   Sportamenous re-inflation   A   Sportamenous re-inflation   Spor	Re-inflation behavior	eed,	Spontaneous re	e-inflation		Α	Spontaneous re	-inflation		Α
Secretarious undit in-inflation   Secretarious reinflation   A Sportaneous re-inflation   A Sportaneo	Total change of course	m sp %00	Less than 360°				Less than 360°			А
Secretarious undit in-inflation   Secretarious reinflation   A Sportaneous re-inflation   A Sportaneo		ax &								A
Re-inflation behavior  Total charge of course  Charge on the operate side occurs  The coordinate on the operate	Timot occurs	_								A
Re-irritation behavior Total changes of course of course of course of the course of th	Change of course until re-inflation	0	< 90°	Dive or roll angle	15° - 45°	А	90° - 180°	Dive or roll angle	0° - 15°	А
Change of course until re-inflation  Total change of course  Change of course until re-inflation  Change of course  Change o		d, lapse		1			_	<u> </u>		
Change of course until re-inflation  Total change of course  Change of course until re-inflation  Change of course  Change o		loo ,		e-inflation			· ·	-inflation		Α
Change of course until re-inflation  Total change of course  Change of course until re-inflation  Change of course  Change o		nim s : 75%								A
Change of course until re-inflation  Re-inflation behavior  Total change of course of course of the		max t								A
Re-inflation behavior	Cascade occurs		No			Α	No			Α
Re-irlation behavior  Total charge of course Collapse on the opposite side occurs  Total course Charge of copies course Collapse on the opposite side occurs  Trivisi occurs  Charge of course until re-inflation  Re-irlation behavior  Re-irlation behavior  Trivisi occurs  Charge of course until re-inflation  Re-irlation behavior  Re-irlation behavior  Trivisi occurs  Collapse on the opposite side occurs  Trivisi occurs  Collapse on the opposite side occurs  Trivisi occurs  Collapse on the opposite side occurs  Trivisi occu	Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	А
Change of course until re-inflation  Change of course until re-inflation  Foot all change of course of the proposite side occurs  Total change of course  Collispan on the proposite side occurs  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course occurs  Total change occurs the proposite occurs  Total change occurs oc		d, apse								
Change of course unit re-inflation  Total change of course unit re-inflation  Total change of course  Change of course  Total change of course  Change of course straight  180" La A No  15. Directional control with a maintained asymmetric cotapse -4.4.15  Mo  A No  A No  15. Directional control with a maintained asymmetric cotapse -4.4.15  Mo  A Ves  A No  180" La Residual Change of course straight  180" La Residual Change of course straight course less than 45"  180" La Residual Change of course straight course less than 45"  Behaviour before release  Change of course before release  Change of course before release  Recovery  Sportaneous less than 3 sec  A Sportaneous in less than 3 sec  Behaviour change gapes  Stable light  A Stable light  A Stable light  A Sportaneous in less than 3 sec  A Sportaneous in		erate coll		e-inflation			· ·	-inflation		Α
Change of course until re-inflation  Change of course until re-inflation  Foot all change of course of the proposite side occurs  Total change of course  Collispan on the proposite side occurs  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course  Collispan on the proposite side occurs  Takes them 360°  Total change of course occurs  Total change occurs the proposite occurs  Total change occurs oc		50%								A
Change of course unit re-inflation  Total change of course unit re-inflation  Total change of course  Change of course  Total change of course  Change of course straight  180" La A No  15. Directional control with a maintained asymmetric cotapse -4.4.15  Mo  A No  A No  15. Directional control with a maintained asymmetric cotapse -4.4.15  Mo  A Ves  A No  180" La Residual Change of course straight  180" La Residual Change of course straight course less than 45"  180" La Residual Change of course straight course less than 45"  Behaviour before release  Change of course before release  Change of course before release  Recovery  Sportaneous less than 3 sec  A Sportaneous in less than 3 sec  Behaviour change gapes  Stable light  A Stable light  A Stable light  A Sportaneous in less than 3 sec  A Sportaneous in		max								A
Reministrion behavior Total change of course Collegee on the goppetite side occurs Twist occurs	Cascade occurs		No		7		No			Α
Cascade occurs  No A No  A No  A No  A No  A No  A No  A No  A Yes  A Yes  A Yes  A Yes  Anount of control range between rum and stall or spin  More than 50% of the symmetric control travel  A More than 50% of the symmetric control travel  A More than 50% of the symmetric control travel  A More than 50% of the symmetric control travel  A No  17. Low speed spin tendency - 4.4.16  Spin occurs  No A No  18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release  Stops spinning in less than 90°  A Stops spinning in less than 90°  A No  19. Bilmestall - 4.4.19  Change of cours before release  Changing course less than 45°  Behaviour before release  Changing course less than 45°  Spontaneous in less than 3 sec  Dive forward angle on exit  O - 30°  Stops add technique  A Special device required  Behaviour during big ears  A Spontaneous in less than 3 sec  Dive forward angle on exit  Changing course less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  Stops add technique  Standard technique  A Special device required  Behaviour during big ears  Stable flight  A No  No  No  No  A No  No  A N	Change of course until re-inflation	œ.	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	0° - 15°	Α
Caseade occurs	Re-inflation behavior	ed, llaps	Spontaneous re	a-inflation	l .	Δ	Spontaneous re	-inflation		Α
Cascade occurs  No A No  A No  A No  A No  A No  A No  A No  A Yes  A Yes  A Yes  A Yes  Anount of control range between rum and stall or spin  More than 50% of the symmetric control travel  A More than 50% of the symmetric control travel  A More than 50% of the symmetric control travel  A More than 50% of the symmetric control travel  A No  17. Low speed spin tendency - 4.4.16  Spin occurs  No A No  18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release  Stops spinning in less than 90°  A Stops spinning in less than 90°  A No  19. Bilmestall - 4.4.19  Change of cours before release  Changing course less than 45°  Behaviour before release  Changing course less than 45°  Spontaneous in less than 3 sec  Dive forward angle on exit  O - 30°  Stops add technique  A Special device required  Behaviour during big ears  A Spontaneous in less than 3 sec  Dive forward angle on exit  Changing course less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  Stops add technique  Standard technique  A Special device required  Behaviour during big ears  Stable flight  A No  No  No  No  A No  No  A N		elerat % co		-IIIIauoii			· ·	-iiiiatioii		A
Cascade occurs  No A No  A No  A No  A No  A No  A No  A No  A Yes  A Yes  A Yes  A Yes  Anount of control range between rum and stall or spin  More than 50% of the symmetric control travel  A More than 50% of the symmetric control travel  A More than 50% of the symmetric control travel  A More than 50% of the symmetric control travel  A No  17. Low speed spin tendency - 4.4.16  Spin occurs  No A No  18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release  Stops spinning in less than 90°  A Stops spinning in less than 90°  A No  19. Bilmestall - 4.4.19  Change of cours before release  Changing course less than 45°  Behaviour before release  Changing course less than 45°  Spontaneous in less than 3 sec  Dive forward angle on exit  O - 30°  Stops add technique  A Special device required  Behaviour during big ears  A Spontaneous in less than 3 sec  Dive forward angle on exit  Changing course less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  Stops add technique  Standard technique  A Special device required  Behaviour during big ears  Stable flight  A No  No  No  No  A No  No  A N		ассе × 75								A
15. Directional control with a maintained asymmetric collapse - 4.4.15 Able to keep course straight  Yes  A Yes  ANo  160* turn away from the collapsed side possible in 10 sec  Yes  Anount of control range between turn and stall or spin  More than 50% of the symmetric control travel  16. Trim speed spin tendency - 4.4.16 Spin occurs  No  A No  17. Low speed spin tendency - 4.4.17 Spin occurs  No  A No  A No  18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release  Stops spinning in less than 90°  A Stops spinning in less than 90°  A Stops spinning in less than 90°  A No  19. Beha-stall - 4.4.19  Change of course before release  Changing course less than 45°  Behaviour before release  Remains stable with straight span  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Diver forward angle on exit  Change are - 4.4.20  Entry procedure  Standard technique  Standard technique  Behaviour during big ears  Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  A Spontaneous in less than 3 sec  Diver forward angle on exit  O'- 90°  A Stops apprinting in less than 3 sec  Diver forward angle on exit  O'- 90°  A O' bis 30°  Stable flight  A St	Twist occurs	m	No			Α				Α
Able to keep course straight  180" turn away from the collapsed side possible in 10 sec  180" turn away from the collapsed side possible in 10 sec  180" turn away from the collapsed side possible in 10 sec  180" turn away from the collapsed side possible in 10 sec  180" turn appead spin tendency - 4.4.16  Spin occurs  180						А	No			Α
180" turn away from the collapsed side possible in 10 sec  Amount of control range between turn and stall or spin  More than 50% of the symmetric control travel  16. Trim speed spin tendency - 4.4.16  Spin occurs  No  17. Low speed spin tendency - 4.4.17  Spin occurs  No  A No  18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release  Stops spinning in less than 90"  A No  A No  19. B-Bine-stall - 4.4.19  Change of course before release  Remains stable with straight span  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Cascade occurs  No  A No  A No  20. Big cars - 4.4.20  Entry procedure  Standard technique  A Spocial device required  Behaviour during big ears  Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Behaviour during big ears  Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Behaviour during big ears  Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Behaviour during big ears  Stable flight  A Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  O"-30"  Stable flight  A Stable flight  A Stable flight  Behaviour during big ears  Stable flight  A		netric coi				Δ	Yes			А
Amount of control range between turn and stall or spin   Nor than 50% of the symmetric control travel   16. Trim speed spin tendency - 4.4.16   Spin occurs		10 sec								A
16. Trim speed spin tendency - 4.4.16 Spin occurs No A No  17. Low speed spin tendency - 4.4.17 Spin occurs No A No  18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Stops spinning in less than 90° A No  19. B-line-stall - 4.4.19  Cascade occurs No A No  19. B-line-stall - 4.4.19  Changel of course before release Changing course less than 45° A Changing course less than 45° Behaviour before release Remains stable with straight span A Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec Dive forward angle on exit 0°-30° A No  20. Big ears - 4.4.20  Entry procedure Standard technique A Special device required Behaviour during big ears Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 sec Dive forward angle on exit 0°-30° A	Too tam anay nom the consepsed state possible in						100			, ,
Spin occurs   No	Amount of control range between turn and stall or s	spin	More than 50%	of the symmetric	control travel	Α	More than 50%	of the symmetric c	ontrol travel	Α
17. Low speed spin tendency - 4.4.17 Spin occurs No No A No Stops spinning in less than 90° A No 19. Brine-stall - 4.4.19 Change of course before release Behaviour before release Remains stable with straight span A Remains stable with straight span Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec Dive forward angle on exit O*-30° A No  20. Big ears - 4.4.20 Entry procedure Standard technique Behaviour during big ears Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 sec Dive forward angle on exit O*-30° A O*-bis 30°  21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique Behaviour during big ears Stable flight A Spontaneous in less than 3 sec Dive forward angle on exit O*-30° A O* bis 30°  21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique Behaviour during big ears Stable flight A Stab	16. Trim speed spin tendency - 4.4.16									
Spin occurs   No			No			А	No			Α
18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release  Stops spinning in less than 90°  A Stops spinning in less than 90°  Cascade occurs  No  A No  19. Biline-stall - 4.4.19  Change of course before release  Changing course less than 45°  Behaviour before release  Remains stable with straight span  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  O°-30°  Spontaneous in less than 3 sec  Entry procedure  Standard technique  Behaviour during big ears  Stable flight  A Stable flight  A Special device required  Behaviour during big ears  A Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Changing course less than 45°  A Changing course less than 45°  A Changing course less than 45°  A Remains stable with straight span  A R			I NI=				l Na			
Spin rotation angle after release  Stops spinning in less than 90°  Cascade occurs  No  A  Stops spinning in less than 90°  19. B-line-stal - 4.4.19  Change of course before release  Changing course less than 45°  Behaviour before release  Remains stable with straight span  Recovery  Spontaneous in less than 3 sec  Dive forward angle on exit  Cascade occurs  No  A  Spontaneous in less than 3 sec  Dive forward angle on exit  Stable flight  Recovery  Spontaneous in less than 3 sec  A  Spontaneous in less than 3 sec  Dive forward angle on exit  Stable flight  A  Stable flight  A  Stable flight  A  Special device required  Standard technique  Behaviour during big ears  Stable flight  A  Special device required  A  Spontaneous in less than 3 sec  A  Spontaneous in less than 3 sec  A  Spontaneous in less than 3 sec  Dive forward angle on exit  C1. Big Ears in accelerated flight - 4.4.21  Entry procedure  Standard technique  A  Special device required  A  Spontaneous in less than 3 sec  A  Spontaneous in less than 3 sec  Dive forward angle on exit  Spontaneous in less than 3 sec  Dive forward angle on exit  Spontaneous in less than 3 sec  A  Spontaneous in less than 3 sec  Dive forward angle on exit  Spontaneous in less than 3 sec  A  Spontaneous in			INO			А	NO			Α
Cascade occurs No A No A No 19. B-line-stall - 4.4.19  Change of course before release Changing course less than 45° A Changing course less than 45° Behaviour before release Remains stable with straight span A Remains stable stable flight A No A N						Δ.				
19. B-line-stall - 4.4.19 Change of course before release Changing course less than 45° A Changing course less than 45° Behaviour before release Remains stable with straight span A O° - 30° A O° - 30° A No  20. Big ears - 4.4.20  Entry procedure Stable flight A Stable flight A Stable flight A Stable flight A O° - 30° A O° bis 30°  21. Big Ears in accelerated flight - 4.4.21  Entry procedure Standard technique A Special device required Behaviour during big ears Stable flight A A No A	· · · · · · · · · · · · · · · · · · ·		· · · ·						A	
Change of course before release			No		A	No			А	
Behaviour before release Remains stable with straight span A Remains stable with straight span Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec Dive forward angle on exit 0°-30° A N°-30° A Special device required Behaviour during big ears Stable flight A No A N°-23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA NA Procedure works as descibed NA			Changing cours	e less than 45°		Α	Changing course	e less than 45°		А
Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec Dive forward angle on exit 0°-30° A No A No 20. Big ears -4.4.20  Entry procedure Standard technique A Special device required Behaviour during big ears Stable flight A Stable flight A Spontaneous in less than 3 sec Dive forward angle on exit 0°-30° A 0° bis 30° A 0° bis 30° A Spontaneous in less than 3 sec Dive forward in accelerated flight -4.4.21  Entry procedure Standard technique A Special device required A Special device required A Special device required Behaviour during big ears A Spontaneous in less than 3 sec Dive forward angle on exit 0°-30° A 0° bis 30° A Spontaneous in less than 3 sec Dive forward angle on exit Stable flight A NA No DA NO A N	•									A
Dive forward angle on exit  Cascade occurs  No  A  O*-30°  A  No  20. Big ears - 4.4.20  Entry procedure  Behaviour during big ears  Stable flight  Recovery  Spontaneous in less than 3 sec  Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Standard technique  A  Special device required  A  Spontaneous in less than 3 sec  Dive forward angle on exit  Entry procedure  Standard technique  A  Special device required  A  Spontaneous in less than 3 sec  Dive forward angle on exit  Spontaneous in less than 3 sec  A  Spontaneous in less than 3 sec  Dive forward angle on exit  O*-30°  Spontaneous in less than 3 sec  A  Spontaneous in less than 3 sec  Dive forward angle on exit  O*-30°  A  O* bis 30°  Spontaneous in less than 3 sec  A  Spontaneous in less than 3 sec  A  Spontaneous in less than 3 sec  Dive forward angle on exit  O*-30°  A  O* bis 30°  Stable flight  A  S										
Cascade occurs  No A No  20. Big ears - 4.4.20  Entry procedure  Standard technique  Standard technique  A Special device required  Behaviour during big ears  Stable flight  A Stable flight  Recovery  Spontaneous in less than 3 sec  Dive forward angle on exit  Entry procedure  Standard technique  Standard technique  A Special device required  Entry procedure  Standard technique  A Special device required  Behaviour during big ears  Stable flight  A Stable flight  A Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  Behaviour during big ears  Stable flight  A Stable flight  A Stable flight  A Stable flight  Stable flight  A Stable flight  A Stable flight  A Stable flight  Stable flight  A Stable flight  A Stable flight  A Stable flight  A Stable flight  Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable flight  A Stable flight  Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable flight  A Stable flight  A Stable flight  Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable flight  A Stable flight  Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable flight  A Stable flight  Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable flight  A Stable flight	<u> </u>			less than 3 sec			Spontaneous in less than 3 sec			Α
20. Big ears - 4.4.20  Entry procedure Standard technique A Special device required  Behaviour during big ears Stable flight A Stable flight  Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec  Dive forward angle on exit 0° - 30° A 0° bis 30°  21. Big Ears in accelerated flight - 4.4.21  Entry procedure Standard technique A Special device required  Behaviour during big ears Stable flight A Stable flight A Stable flight  Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec  Dive forward angle on exit 0° - 30° A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec  Dive forward angle on exit 0° - 30° A 0° bis 30°  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  Stall or spin occurs No A No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA  Procedure works as descibed NA  Procedure suitable for novice pilots NA  Cascade occurs										A
Entry procedure  Behaviour during big ears  Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  O*-30*  A 0* bis 30*  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Standard technique  A Special device required  Behaviour during big ears  Stable flight  A Stable flight  A Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  O*-30*  A 0* bis 30*  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelerator while maintaining big ears  Stable flight  A No  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  Procedure suitable for novice pilots  NA  Cascade occurs			INO			А	INO			Α
Behaviour during big ears  Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  O° - 30°  A O° bis 30°  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Standard technique  A Special device required  Behaviour during big ears  Stable flight  A Stable flight  A Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  O° - 30°  A O° bis 30°  A Spontaneous in less than 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelerator while raintaining big ears  Stable flight  A Stable flight			Stondard to al	iguo			Consist dente	oguirod.		
Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec Dive forward angle on exit 0° - 30° A 0° bis 30°  21. Big Ears in accelerated flight - 4.4.21  Entry procedure Standard technique A Special device required Behaviour during big ears Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec Dive forward angle on exit 0° - 30° A 0° bis 30°  Behaviour immediately after releasing the accelerator while raintaining big ears Stable flight A Stable flight Stable flight A Stable flight A Stable flight Stable flight A Stable flight Stable flight Stable flight Stable flight Stable flight Stable flight Stall or spin occurs No A No	• •			que						A
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Standard technique  A Special device required  Behaviour during big ears  Stable flight  A Stable flight  A Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelerator while maintaining big ears  Stable flight  A Stable flight  A Stable flight  A Stable flight  A Stable flight  Stable flight  A Stable flight  A Stable flight  A Stable flight  A Stable flight  Stable flight  A No  23. Alternative means of directional control - 4.4.22  Teogeture works as descibed  Procedure works as descibed  Procedure works as descibed  Procedure suitable for novice pilots  NA  Cascade occurs										A
21. Big Ears in accelerated flight - 4.4.21  Entry procedure Standard technique A Special device required  Behaviour during big ears Stable flight A Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec Dive forward angle on exit O° - 30° A O° bis 30° Stable flight A No Stable flight Stall or spin occurs No A No	·			less than 3 sec			· ·	less than 3 sec		Α
Entry procedure  Standard technique  A Special device required  Behaviour during big ears  Stable flight  A Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable flight  A Stable flight  A Stable flight  A Stable flight  Stable flight  A No  23. Alternative means of directional control - 4.4.22  No  A No	-		0° - 30°			A	0° bis 30°			А
Behaviour during big ears  Stable flight  Recovery  Spontaneous in less than 3 sec  A Spontaneous in less than 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable flight  Stable flight  A No  Stable flight  A Stable flight										
Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec Dive forward angle on exit 0°-30° A 0° bis 30° 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 No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA Procedure suitable for novice pilots NA Procedures Suitable for novice pilots NA	• •		Standard techni	que		Α		equired		Α
Dive forward angle on exit    Dive forward angle on exit   D° - 30°   A O° bis 30°	Behaviour during big ears		Stable flight		A	Stable flight		-	Α	
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  Stall or spin occurs No A No  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	Recovery	Spontaneous in less than 3 sec		Α	Spontaneous in	less than 3 sec		Α		
maintaining big ears  23. Alternative means of directional control - 4.4.22  180° turn achievable in 20 sec  Yes  A  Yes  Stall or spin occurs  No  A  No  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			0° - 30°			Α	0° bis 30°			Α
23. Alternative means of directional control - 4.4.22  180° turn achievable in 20 sec Yes A Yes  Stall or spin occurs No A No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA Procedure suitable for novice pilots NA Cascade occurs NA		ator while	Stable flight			Α	Stable flight			Α
180° turn achievable in 20 sec Yes A Yes  Stall or spin occurs No A No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA  Procedure suitable for novice pilots NA  Cascade occurs NA		.4.22	•							
Stall or spin occurs No A No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA Procedure suitable for novice pilots NA Cascade occurs NA			Yes			Δ	Yes			А
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										A
Procedure works as descibed NA Procedure suitable for novice pilots NA Cascade occurs NA		tion desc		r's manual - 4.4.	23	A				A
Procedure suitable for novice pilots  NA  Cascade occurs  NA						NA				NA
										NA NA
						INA				NA

Flight Test Report - Musterprüfnummer: EAPR-GS-0381/15 Seite 2 von 2

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

Manufacturer		Type testing No.	EAPR-GS-0334/15
	PARAGLIDERS	serial number	8picf426
Model	Pica 26	Lagrica	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 eight
Testpilot		Mike Küng			Anselm Rauh		
Harness		EAPR-Testequipmen	t		EAPR leicht		
Pilot's take off weig	ght	80	kg	undate:	106	kg	100

Classification

Α



Test-criteria  Minimum take off weight  1. Inflation / take-off - 4.1.1  Rising behavior  Special take off technique required  No  2. Landing - 4.1.2  Special landing technique required  No  3. Speeds in straight flight - 4.1.3  Trim speed more than 30km/h  Speed range using the controls larger than 10km/h  Minimum speed  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  Max. weight in flight greater than 100kg  Increasing  Annothed weight		Maximum take off weight  Smooth, easy and constant rising  No	Evaluation A
Rising behavior  Special take off technique required  No  Landing - 4.1.2  Special landing technique required  No  Speeds in straight flight - 4.1.3  Trim speed more than 30km/h  Speed range using the controls larger than 10km/h  Ves  Minimum speed  Less than 25 km/h  4. Control movement - 4.1.4  Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg	A		А
Special take off technique required  2. Landing - 4.1.2  Special landing technique required  No  3. Speeds in straight flight - 4.1.3  Trim speed more than 30km/h  Speed range using the controls larger than 10km/h  Ves  Minimum speed  4. Control movement - 4.1.4  Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg	A		А
2. Landing -4.1.2  Special landing technique required  3. Speeds in straight flight - 4.1.3  Trim speed more than 30km/h  Speed range using the controls larger than 10km/h  Ves  Minimum speed  4. Control movement - 4.1.4  Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg		No	
Special landing technique required  3. Speeds in straight flight - 4.1.3  Trim speed more than 30km/h  Speed range using the controls larger than 10km/h  Ves  Minimum speed  4. Control movement - 4.1.4  Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg	A		Α
3. Speeds in straight flight - 4.1.3  Trim speed more than 30km/h  Speed range using the controls larger than 10km/h  Ves  Minimum speed  Less than 25 km/h  4. Control movement - 4.1.4  Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg	A		
Trim speed more than 30km/h  Yes  Speed range using the controls larger than 10km/h  Minimum speed  4. Control movement - 4.1.4  Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg		No	А
Speed range using the controls larger than 10km/h  Minimum speed  Less than 25 km/h  4. Control movement - 4.1.4  Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg			
Minimum speed Less than 25 km/h  4. Control movement - 4.1.4  Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg	A	Yes	А
4. Control movement - 4.1.4  Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg	А	Yes	А
Max. weight in flight up to 80kg  Max. weight in flight 80 to 100kg	A	Less than 25 km/h	А
Max. weight in flight 80 to 100kg			
	-		-
Max. weight in flight greater than 100kg Increasing >6	-		-
-	65 cm A	Increasing >65 cm	А
5. Pitch stability exiting accelerated flight - 4.1.5			
Dive forward angle on exit Dive forward less than 30°	Α	Dive forward less than 30°	А
Collapse occurs No	A No		Α
6. Pitch stability operating controls during accelerated flight - 4.1.6			
Collapse occurs No	А	No	А
7. Roll stability and damping - 4.1.7			
Oscillations Reducing	A	Reducing	А
8. Stability in gentle spirals - 4.1.8			
Tendency to return to straight flight Spontaneous exit	A	Spontaneous exit	А
9. Behaviour in a steeply banked turn - 4.1.9			
Sink rate after two turns Up to 12m/s	A	12m/s to 14m/s	Α
10. Symmetric front collapse - 4.1.10			
Entry Rocking back less than 45°	A	Rocking back less than 45°	А
Recovery Spontaneous in less than 3 Dive forward angle on exit  E  O° - 30° Entering a		Spontaneous in less than 3 sec	А
Dive forward angle on exit .E 0° - 30° Entering a	turn of less than 90° A	0° - 30° Keeping course	А
Cascade occurs No	A	No	Α
Entry Rocking back less than 45°	A	Rocking back less than 45°	А
Recovery  Dive forward angle on exit  Dive forward angle on exit  Dive forward angle on exit  Recovery  Spontaneous in less than 3  O° - 30° Entering a	sec A	Spontaneous in less than 3 sec	Α
Dive forward angle on exit 0° - 30° Entering a		THE STATE OF THE S	
Cascade occurs No	turn of less than 90° A	0° - 30° Keeping course	Α
11. Exiting deep stall (parachutal stall) - 4.1.11	turn of less than 90° A	0° - 30° Keeping course No	A A

Flight Test Report -Musterprüfnummer: EAPR-GS-0334/15 Seite 1 von 3

Deep stall achieved		Yes				Yes			
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in	less than 3 sec		A
Dive forward angle on exit		0° - 30°				0° - 30°			
Change of course		Changing course	e less than 45°		A	Changing cours	e less than 45°		A A
Cascade occurs		No			A	No			A
12. High angle of attack recovery - 4.1.12									
Recovery		Spontaneous in I	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Cascade occurs		No			А	No			Α
13. Recovery from a developed full stall - 4.1.1	13								
Dive forward angle on exit		0° - 30°			A	0° - 30°			A
Cascade occurs (other than collapse)	Collapse No collapse Cascade occurs (other than collapse) No		A	No collapse No	·		A		
Rocking backward		Less than 45°			Α	Less than 45°			Α
Line tension  14. Asymmetric collapse (trim speed) - 4.1.14		Most lines tight			А	Most lines tight			А
Change of course until re-inflation	trim speed, max 50% collapse	< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	0° - 15°	A
Re-inflation behavior	e col	Spontaneous re-	inflation		А	Spontaneous re	-inflation		Α
Total change of course  Collapse on the opposite side occurs	rim s 50%	Less than 360° No			A	Less than 360° No			A
Twist occurs	nax tr	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°	Α
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	inflation		Α	Spontaneous re	 -inflation		A
Total change of course	o sbe	Less than 360°			A	Less than 360°			Α
Collapse on the opposite side occurs	triir x 75	No			A	No			A
Twist occurs	ma	No			Α	No			Α
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	bse '	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	inflation		Α	Spontaneous re-inflation			Α
Total change of course	seler 30%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	ax £	No No			A	No			A
Cascade occurs	E	No			A	No No	·		A
Change of course until re-inflation	Se	< 90°	Dive or roll angle	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	cele	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	ас тах т	No No			A	No No			A
Cascade occurs		No			A	No			A
15. Directional control with a maintained asym	metric col								
Able to keep course straight		Yes			Α	Yes			Α
180° turn away from the collapsed side possible in	n 10 sec	Yes			А	Yes			Α
Amount of control range between turn and stall or	r spin	More than 50% of the symmetric control travel		А	More than 50%	of the symmetric c	ontrol travel	А	
16. Trim speed spin tendency - 4.1.16  Spin occurs		I No.		Α	No			A	
17. Low speed spin tendency - 4.1.17		No			A	.40			A
Spin occurs		No			А	No			Α
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in	n less than 90°		А	Stops spinning	in less than 90°		Α
Cascade occurs		No			Α	No			Α
19. B-line-stall - 4.1.19									
Change of course before release		Changing course less than 45°			А	Changing cours	e less than 45°		Α
Behaviour before release		Remains stable v	emains stable with straight span		А	Remains stable	with straight span		Α
Recovery		Spontaneous in I	less than 3 sec		A	Spontaneous in	less than 3 sec		A
Dive forward angle on exit  Cascade occurs		0° - 30° No			A	0° - 30° No			A
20. Big ears - 4.1.20									
Entry procedure	Entry procedure Standard technique		Α	Special device r	equired		Α		
ehaviour during big ears Stable flight		А	Stable flight			Α			
Recovery Spontaneous in less than 3 sec		Α	Spontaneous in	less than 3 sec		Α			
Dive forward angle on exit		0° - 30°			А	0° bis 30°			Α
21. Big Ears in accelerated flight - 4.1.21									
Entry procedure		Standard technic	que		А	Special device r	equired		Α
Behaviour during big ears		Stable flight			Α	Stable flight			Α
Recovery		Spontaneous in I	less than 3 sec		А	Spontaneous in	less than 3 sec		Α
Dive forward angle on exit		0° - 30°			A	0° bis 30°			Α
Behaviour immediately after releasing the accelar	ator while	Stable flight			Α	Stable flight			Α
Behaviour immediately after releasing the accelar- maintaining big ears  22. Behaviour exiting a steep spiral - 4.1.22	ator while	Stable flight			А	Stable flight			Α

Flight Test Report - Musterprüfnummer: EAPR-GS-0334/15 Seite 2 von 3

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	Α	Yes	А
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configurat	ion 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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Flight Test Report - Musterprüfnummer: EAPR-GS-0334/15 Seite 3 von 3

## FTR - Flight Test Report

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

Manufacturer	ICARO paragliders Hochriesstraße 1 D-83126 Flintsbach	Type testing No.	993-391-Pica-L
Model	Pica L	Location	Achensee 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 off 125 kg	weight
Testpilot		Mario Eder		Anselm Rauh	
Harness		EAPR Testgurt leicht		EAPR schwer	
Pilot's take off weigh	t	97 kg		125 kg	

Classification

A



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	Α	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	А	Yes	А
Speed range using the controls larger than 10kr	n/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
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		<u>'</u>		
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs		No	Α	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	Α	Reducing	Α
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А
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					
Entry	1	Rocking back less than 45°	Α	Rocking back less than 45°	А
Recovery	trim speed	Spontaneous in less than 3 sec	А	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	_ =	No	A	No	A
Entry	ס	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	accelerated	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	cce	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
scade occurs		No	Α	No	Α

Flight Test Report - Musterprüfnummer: EAPR-GS-0391/15 Seite 1 von 3

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  Change of course		0° - 30°  Changing course less than 45°			A A	0° - 30° Changing course less than 45°			A A
Change of course  Cascade occurs		No			A	No			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			A	No			Α
13. Recovery from a developed full stall - 4.1.1	140			Α	110				
Dive forward angle on exit	0° - 30°			А	0° - 30°			Α	
Collapse		No collapse			A	No collapse			Α
Cascade occurs (other than collapse)		No			A	No Less than 45°			A
Rocking backward Line tension		Less than 45° Most lines tight			A	Most lines tight			A A
14. Asymmetric collapse (trim speed) - 4.1.14					7.	The second secon			, , ,
Change of course until re-inflation		< 90°	Dive or roll angle	0° - 15°	А	< 90°	Dive or roll angle	0° - 15°	А
	trim speed, max 50% collapse		Ť	0 - 15			Ţ.	0 - 13	^
Re-inflation behavior	speec 6 coll	Spontaneous re-inflation			Α	Spontaneous re-inflation			А
Total change of course  Collapse on the opposite side occurs	in s	Less than 360°			A	Less than 360° No	A		
Twist occurs	nax tr	No No			A	No No			A A
Cascade occurs	_	No			A				A
Change of course until re-inflation	0	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous ro inf	• 1			Spontaneous ro	inflation		
	spee	Spontaneous re-inflation			A	Spontaneous re-inflation  Less than 360°  No			A
Total change of course  Collapse on the opposite side occurs	rim (	Less than 360°			A				A A
Twist occurs	t max	No			A	No			A
Cascade occurs	_	No			A	No			A
Change of course until re-inflation	0	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-inf	flation		A	Spontaneous re-	inflation		Α
	lerat % cc	'				Less than 360° No			
Total change of course  Collapse on the opposite side occurs	- 20°	Less than 360°		A	A A				
Twist occurs	u a	No			A				A
Cascade occurs		No			Α	No	ı		Α
Change of course until re-inflation	bse	< 90°	Dive or roll angle	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	cele	Less than 360°		Α	Less than 360°			Α	
Collapse on the opposite side occurs Twist occurs	ac Tax .	No No			A	No No			A A
Cascade occurs	_ =	No No			A A				A
15. Directional control with a maintained asym	metric col	lapse - 4.1.15							
Able to keep course straight Yes					А	A Yes			
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	А		
16. Trim speed spin tendency - 4.1.16									
Spin occurs		No			А	No			А
17. Low speed spin tendency - 4.1.17		No			1 ^	No			
Spin occurs  18. Recovery from a developed spin - 4.1.18		INU			Α	INO			Α
		Stoneiiii	oon there con			Ctons:- '	a loop that con		^
Spin rotation angle after release		Stops spinning in less than 90°			A	Stops spinning in less than 90°			A
Cascade occurs  19. B-line-stall - 4.1.19		No			Α	No			Α
Change of course before release		Changing course le	ess than 45°		Α	Changing course	e less than 45°		А
Behaviour before release		Remains stable with straight span			A	Remains stable with straight span			A
Recovery		Spontaneous in less than 3 sec			A				A
Dive forward angle on exit		0° - 30°			A	Spontaneous in less than 3 sec  0° - 30°			A
Cascade occurs	No			А	No	А			
20. Big ears - 4.1.20									
Entry procedure		Special device required			Α	Special device re	equired		Α
Behaviour during big ears		Stable flight			Α	Stable flight			Α
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in	Α		
Dive forward angle on exit		0° - 30°			А	0° bis 30°			Α
21. Big Ears in accelerated flight - 4.1.21									
Entry procedure		Special device required			Α	Special device required			Α
Behaviour during big ears		Stable flight			А	Stable flight			Α
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			Α
Dive forward angle on exit  Behaviour immediately after releasing the accelarator while		0° - 30°			Α	0° bis 30°			
Behaviour immediately after releasing the accelara maintaining big ears	Stable flight			Α	Stable flight			Α	
22. Behaviour exiting a steep spiral - 4.1.22									

Flight Test Report - Musterprüfnummer: EAPR-GS-0391/15 Seite 2 von 3

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	Α	Yes	А
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configurat	tion 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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Flight Test Report - Musterprüfnummer: EAPR-GS-0391/15 Seite 3 von 3