FTR - Flight Test Report

Manufacturer		Type testing No.		1=1-2
	Nova Vertriebsges.m.b.H Auweg 14 A-6123 Terfens	serial number	300-100	Messen Prüfen Bewerten Rev. 2.1 - 10.05.2013
Model	Triton 2 M	Leastion	Schruns	EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany
		Location	Achensee	

ugsweise, vervielfältigt werden.

Date of testing	20.01.2014	Minimum take off w 90 kg	eight	Maximum take off weight 115 kg		
Testpilot		Hannes Tschofen		Anselm Rauh	1 AR	
Harness		EAPR Testequipment	S.	EAPR Testequipment	15	
Pilot's take off weight	:	90 kg		114 kg		

Classification



est-criteria		Minimum take off weight		Evaluation	Maximum take off weight		Evaluatio
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	A	
2. Landing - 4.1.2							
Special landing technique required		No		А	No		А
3. Speeds in straight flight - 4.1.3							
Trim speed more than 30km/h		Yes	А	Yes		A	
Speed range using the controls larger than 10km/	h	Yes		А	Yes		
Minimum speed		Less than 25 k	۲. km/h	A	Less than 25	km/h	A
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	50cm - 65cm	С	Increasing	>65 cm	A
5. Pitch stability exiting accelerated flight - 4.1	.5						
Dive forward angle on exit	Dive forward le	ess than 30°	Α	Dive forward less than 30°		A	
Collapse occurs		No		A	No		A
6. Pitch stability operating controls during account	elerated f	light - 4.1.6					
Collapse occurs		No		Α	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	А	Spontaneous exit		
9. Behaviour in a steeply banked turn - 4.1.9							
Sink rate after two turns		More than 14m/s		В	More than 14r	m/s	В
10. Symmetric front collapse - 4.1.10							
Entry		Rocking back less than 45°		А	Rocking back less than 45°		A
Recovery	trim speed	Spontaneous in less than 3 sec		А	Spontaneous in 3 to 5 sec		В
Dive forward angle on exit	Ĕ	0° - 30°	Keeping course	A	30° - 60°	Entering a turn of less than 90°	В
Cascade occurs	t	No		А	No	· · ·	А
Entry	g	Rocking back greater than 45°		С	Rocking back greater than 45°		С
Recovery	accelerated	Spontaneous	Spontaneous in 3 to 5 sec		Spontaneous in 3 to 5 sec		В
Dive forward angle on exit	CCe	30° - 60° Keeping course		В	30° - 60°	Entering a turn of less than 90°	В
Cascade occurs	b)	No		А	No		A

Flight Test Report -

Deep stall achieved		Yes				Yes			
		Spontaneous in less than 3 sec			Δ	A Spontaneous in less than 3 sec			A
Recovery Dive forward angle on exit		30° - 60°			B				B
Change of course		Changing course	less than 45°		A	30° - 60° Changing course less than 45°			<u>В</u> А
Cascade occurs		No			A	No			A
12. High angle of attack recovery - 4.1.12									
Recovery		Spontaneous in le	ess than 3 sec		А	Spontaneous in	less than 3 sec		А
Cascade occurs		No			A	No			А
13. Recovery from a developed full stall - 4.1.1	3								
Dive forward angle on exit Collapse		30° - 60°			B A	60° - 90°			<u>C</u>
Cascade occurs (other than collapse)		No	No collapse			No collapse No			A
Rocking backward		Less than 45°			A	Less than 45°			A
Line tension 14. Asymmetric collapse (trim speed) - 4.1.14		Most lines tight			A	Most lines tight			A
		000		450 450	•	000		450 450	
Change of course until re-inflation	bse	< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-i	Spontaneous re-inflation		А	Spontaneous re-	inflation		А
Total change of course	trim sp x 50%	Less than 360°			А	Less than 360°			А
Collapse on the opposite side occurs Twist occurs	tri Jax {	No No			A	No No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	۵	180° - 360°	Dive or roll angle	15° - 45°	С	90° - 180°	Dive or roll angle	45° - 60°	С
Polioflation hobovics	trim speed, max 75% collapse	Spontonocita	inflation		^	Spontonesse	inflation		٨
Re-inflation behavior	trim speed, < 75% colla	Spontaneous re-i	mation		A	Spontaneous re-	mation		A
Total change of course Collapse on the opposite side occurs	trim (Less than 360° No			A	Less than 360° No			A A
Twist occurs	max	No			A	No			A
Cascade occurs		No			А	No			А
Change of course until re-inflation	se	90° - 180°	Dive or roll angle	45° - 60°	С	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-i	inflation		А	Spontaneous re-inflation Less than 360°			А
Total change of course	elera 0% c	Less than 360°			A				A
Collapse on the opposite side occurs	acc ax 5	No			A	No			A
Twist occurs Cascade occurs	Ĕ	No No			A	No No			A
Change of course until re-inflation	Q	180° - 360°	Dive or roll angle	15° - 45°	С	180° - 360°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-i	inflation		A	Spontaneous re-	inflation		A
Total change of course	elera 5% c	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	acc ax 7	No			А	Yes, no turn reve	ersal		С
Twist occurs Cascade occurs	Ë	No No			A	No No			<u>A</u>
15. Directional control with a maintained asymptotic	metric col	llapse - 4.1.15							
15. Directional control with a maintained asymptotic for the second straight and the second straight s	metric col	llapse - 4.1.15 Yes			A	Yes			A
					A	Yes Yes			A
Able to keep course straight	n 10 sec	Yes Yes	e symmetric contro	ol travel		Yes	of the symmetric c	ontrol travel	
Able to keep course straight 180° turn away from the collapsed side possible in	n 10 sec	Yes Yes	e symmetric contro	ol travel	А	Yes	of the symmetric o	ontrol travel	А
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs	n 10 sec	Yes Yes	e symmetric contro	ol travel	А	Yes	of the symmetric c	ontrol travel	А
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17	n 10 sec	Yes Yes 25% to 50% of the No	e symmetric contro	ol travel	A C A	Yes More than 50% o	f the symmetric o	ontrol travel	A A A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs	n 10 sec	Yes Yes 25% to 50% of the	e symmetric contro	ol travel	A C	Yes More than 50% o	of the symmetric o	ontrol travel	A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18	n 10 sec	Yes Yes 25% to 50% of the No No		ol travel	A C A A	Yes More than 50% of No No		ontrol travel	A A A A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in		ol travel	A C A A C	Yes More than 50% of No Stops spinning in		ontrol travel	A A A A C
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs	n 10 sec	Yes Yes 25% to 50% of the No No		ol travel	A C A A	Yes More than 50% of No No		ontrol travel	A A A A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in		ol travel	A C A A C A	Yes More than 50% of No Stops spinning in		ontrol travel	A A A C A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in		ol travel	A C A A C A NA	Yes More than 50% of No Stops spinning in		ontrol travel	A A A A C C A NA
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in		ol travel	A C A A C A C A NA NA	Yes More than 50% of No Stops spinning in		ontrol travel	A A A A C C A NA NA
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in		ol travel	A C A A C A NA NA NA	Yes More than 50% of No Stops spinning in		ontrol travel	A A A A C C A NA NA
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in		ol travel	A C A A C A C A NA NA	Yes More than 50% of No Stops spinning in		ontrol travel	A A A A C C A NA NA
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in		ol travel	A C A A C C A NA NA NA	Yes More than 50% of No Stops spinning in		ontrol travel	A A A A C C A NA NA NA
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in	0 90° to 180°	ol travel	A C A A C C A NA NA NA	Yes More than 50% of No Stops spinning in	n 90° to 180°	ontrol travel	A A A A C C A NA NA NA
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Staple flight	n 90° to 180°		A C A A C A C A NA NA NA NA NA	Yes More than 50% of No Stops spinning in No	n 90° to 180°	ontrol travel	A A A A C C A NA NA NA NA NA
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Staple flight	0 90° to 180°		A C A A C A NA NA NA NA A	Yes More than 50% of No Stops spinning ii No Standard technic	n 90° to 180°	ontrol travel	A A A C C A NA NA NA NA A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Stable flight Recovery through	n 90° to 180°		A C A A C A NA NA NA NA A A A	Yes More than 50% of No Stops spinning ii No Stable flight	n 90° to 180°	ontrol travel	A A A C C A NA NA NA NA A A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Stable flight Recovery through 3 sec	n 90° to 180°		A C A A C A NA NA NA NA NA A A A B	Yes More than 50% of No Stops spinning in No Staps spinning in Staps spin spin spin spin spin spin spin sp	n 90° to 180°	ontrol travel	A A A C C A NA NA NA NA A A A B
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Stable flight Recovery through 3 sec	n 90° to 180°		A C A A C A NA NA NA NA NA A A A B	Yes More than 50% of No Stops spinning in No Staps spinning in Staps spin spin spin spin spin spin spin sp	n 90° to 180°	ontrol travel	A A A C C A NA NA NA NA A A A B
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Charge of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Stable flight Recovery through 3 sec 0° - 30° Standard techniq Stable flight	a 90° to 180°	s than a further	A C A A C A NA NA NA NA NA A A A A A	Yes More than 50% of No Stops spinning it No Stops spinning it No Staps spinning it Staps spinning it No Staps spinning it Staps spinning it Staps spinning it Staps spinning it Staps spinning it Standard technic Staple flight	n 90° to 180° que 3 to 5 sec		A A A A C C A NA NA NA NA NA A A B A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure	n 10 sec	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Stable flight Recovery through 3 sec 0° - 30° Standard techniq Stable flight	n 90° to 180°	s than a further	A C A A C C A NA NA NA NA NA A A B A A	Yes More than 50% of No Stops spinning it No Stops spinning it No Staps spinning it Staps spinning it No Staps spinning it Staps spinning it Staps spinning it Staps spinning it Staps spinning it Standard technic Staple flight	n 90° to 180°		A A A A C C A NA NA NA NA NA A A B A A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears	n 10 sec r spin	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Stable flight Recovery through 3 sec 0° - 30°	a 90° to 180°	s than a further	A C A A C A NA NA NA NA NA A A A A A A A	Yes More than 50% of No Stops spinning in No Stops spinning in No Staple spinning in No Stable flight Stable flight Stable flight Recovery throug	n 90° to 180° que 3 to 5 sec		A A A A C C A NA NA NA NA NA A A A A A A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Charge of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit <	n 10 sec r spin	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Stable flight Recovery through 3 sec Stable flight Recovery through 3 sec	a 90° to 180°	s than a further	A C A A C A NA NA NA NA NA A A A A A B A A A B A A A A	Yes More than 50% of No Stops spinning in No Staps spinning in Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Stable flight Stable flight Stable flight	n 90° to 180° que 3 to 5 sec		A A A A A C A NA NA NA NA NA NA A A A A
Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears	n 10 sec r spin	Yes Yes 25% to 50% of the No Stops spinning in No Stops spinning in No Stable flight Recovery through 3 sec 0° - 30°	a 90° to 180°	s than a further	A C A A C A NA NA NA NA NA A A A A A A A	Yes More than 50% of No Stops spinning in No Stops spinning in No Staple spinning in No Staple spinning in Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Recovery throug 3 sec 0° bis 30°	n 90° to 180° que 3 to 5 sec		A A A A A A A NA NA NA NA NA NA A A A A

Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	720° to 1080°, spontaneous recovery	С	720° to 1080°, spontaneous recovery	С
23. Alternative means of directional control - 4.1.	23		•	
180° turn achievable in 20 sec	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configuration	on 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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