



European Academy of Parachute Rigging e.V - Luitpoldstr. 30 - D87700 Memmingen - Germany Under approval of **EPTA** European **P**araglider **T**estlaboratory **A**licane

	Minimum take off w	eight	Maximum take off	n take off weight		
Testpilot	Hannes Tschofen		Eki Maute	8		
Harness	Academy Test Equipment		Academy Testgurt			
Pilot's take off weight	80 kg		115 kg	PRANTO		

Classification	D

Test-criteria	criteria		Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1					
Rising behavior		Delayed	В	Delayed	В
Special take off technique required		No	A	No	Α
2. Landing - 4.4.2			A	1.0	A
Special landing technique required		No	A	No	A
3. Speeds in straight flight - 4.4.3		1.72	A	1.77	A
Trim speed more than 30km/h		Yes A Yes		Yes	A
Speed range using the controls larger than 10km/l	h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	^	25 km/h to 30 km/h	
4. Control movement - 4.4.4		Less triali 23 Kill/II	A	25 KII/II IO 30 KII/II	В
4. Control movement - 4.4.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg	ax. weight in flight 80 to 100kg		С		-
Max. weight in flight greater than 100kg			-	Increasing 50cm - 65cm	С
5. Pitch stability exiting accelerated flight - 4.4	.5				
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	А
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during acc	elerated f	light - 4.4.6			
Collapse occurs		No	А	No	А
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals - 4.4.8		•			
Tendency to return to straight flight		Spontaneous exit		Spontaneous exit	А
9. Behaviour in a steeply banked turn - 4.4.9		•			
Sink rate after two turns		More than 14m/s	В	More than 14m/s	В
10. Symmetric front collapse - 4.4.10					
Entry	I _	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	beed	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	
Dive forward angle on exit	trim speed	60° - 90° Keeping course	D	30° - 60° Entering a turn of less than 90)° B
Cascade occurs		No	A	No	A
Entry	ס	Rocking back greater than 45°	С	Rocking back greater than 45°	С
Recovery	atec	Spontaneous in 3 to 5 sec	В	Recovery through pilot action in less than a furt	her D
Dive forward angle on exit	accelerated	30° - 60° Keeping course	В	3 sec 30° - 60° Entering a turn of less than 90	В
Cascade occurs	ac	No Reeping course	A	No Entering a turn or less than so	A

11. Exiting deep stall (parachutal stall) - 4.4.11									
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		30° - 60°		В	30° - 60°			В	
Change of course		Changing course 45° or more		C	Changing course	e 45° or more		C	
Cascade occurs		No			Α	No		Α	
12. High angle of attack recovery - 4.4.12		1				1			
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in	less than 3 sec		Α	
Cascade occurs	No			Α	No			А	
13. Recovery from a developed full stall - 4.4.13	3								
Dive forward angle on exit		30° - 60°		В	30° - 60°			В	
Cascade occurs (other than collapse)	her than collanse)		No collapse No		A A	No collapse No		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) - 4.4.14	1	.			ı				
Change of course until re-inflation	ø.	< 90°	Dive or roll angle	15° - 45°	Α	180° - 360°	Dive or roll angle	45° - 60°	С
De inflation behavior	trim speed, max 50% collapse	C	i-flatia-		^	Canadananana	inflation.		^
Re-inflation behavior	spec 80 %	Spontaneous re-	-inilation		Α	Spontaneous re-	inilation		А
Total change of course Collapse on the opposite side occurs	. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	Less than 360° No			A A	Less than 360° No			A A
Twist occurs	max t	No			A	No			A
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	Ф	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	60° - 90°	С
Re-inflation behavior	trim speed, max 75% collapse	Sportons	inflation	I	^	Cnortono	inflation	1	^
	spee 6 col	Spontaneous re-	-ii iii ation		A	Spontaneous re-	·iiiiiation		Α
Total change of course Collapse on the opposite side occurs	rim (Less than 360°			A	Less than 360° Yes, no turn reve	areal		A
Twist occurs	t max	No			A	No	J. Jui		C A
Cascade occurs		No			Α	No			Α
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	60° - 90°	С
Change of course until re-limation	accelerated, max 50% collapse	30 - 100	Dive of foil aligie	15 - 45	Ь	90 - 100	Dive or roll aligie	00 - 90	C
Re-inflation behavior	colla	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		Α
Total change of course	Seler %0%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	ax 5	No			A	Yes, causing turn	urn reversal		D
Twist occurs Cascade occurs	٤	No No			A A	No No			A A
Change of course until re-inflation		90° - 180°	Dive or roll angle	60° - 90°	С	180° - 360°	Dive or roll angle	60° - 90°	D
Change of course until re-initiation	-the	90 - 180	Dive or roll arigie	00 - 90	C	100 - 300	Dive or roll angle	00 - 90	D
Re-inflation behavior	atec colla	Inflates in less than 3 sec from start of pilot action		art of pilot action	С	Spontaneous re-inflation		Α	
Total change of course	⊸ ē	Less than 360°							
ü) Sel	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	accel	No			Α	Yes, no turn reve	ersal		С
ü	accelerated, max 75% collapse				A A		ersal		C A
Collapse on the opposite side occurs Twist occurs		No No No			Α	Yes, no turn reve	ersal		С
Collapse on the opposite side occurs Twist occurs Cascade occurs		No No No			A A	Yes, no turn reve	ersal		C A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymm	netric col	No No No Ilapse - 4.4.15			A A A	Yes, no turn reve No No	ersal		C A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmathe asymmathe to keep course straight 180° turn away from the collapsed side possible in	netric col	No No No No Illapse - 4.4.15 Yes			A A A	Yes, no turn reve No No No Yes			A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmathe occurs Able to keep course straight	netric col	No No No No Illapse - 4.4.15 Yes	he symmetric con	itrol travel	A A A	Yes, no turn reve No No No Yes	ersal	rol travel	C A A
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Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymr Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or state of the collapsed side possible in Amount of control range between turn and stall or state of the collapsed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery 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	netric col 10 sec spin	No No No No No No No No No Steps - 4.4.15 Yes 25% to 50% of the step of the	n less than 90° a less than 45° with straight span 3 to 5 sec	ess than a further	A A A A A A A A A A A A A A A A A A A	Yes, no turn rever No No No No No Yes Yes Yes 25% to 50% of the No	ne symmetric cont n 90° to 180° e less than 45° with straight span less than 3 sec	ss than a further	C A A A A A A A A A A A A A A A A A A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymr Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery	netric col 10 sec spin	No Yes 25% to 50% of the No No Stops spinning in No Changing course Remains stable to Spontaneous in 0° - 30° No Standard technic Stable flight Recovery throug 3 sec O° - 30° Standard technic Stable flight Recovery throug 3 sec	n less than 90° a less than 45° with straight span 3 to 5 sec	ess than a further	A A A A A A B A A B B A A A B B A A A B B A A A B B A A A B B A A A B B A A A B B A A A B B A A A B B A A B B A A B B A A B B A A B B A A B B A A B	Yes, no turn reversion No No No No Yes Yes Yes Yes 25% to 50% of the No	ne symmetric cont n 90° to 180° e less than 45° with straight span less than 3 sec	ss than a further	C A A A A A A A B B A B B

22. Behaviour exiting a steep spiral - 4.4.22					
Tendency to return to straight flight	Spontaneous exit	A Spontaneous exit		Spontaneous exit	Α
Turn angle to recover normal flight	No		С	Less than 720°, spontaneous recovery	Α
23. Alternative means of directional control -	4.4.23	,			
180° turn achievable in 20 sec	Yes	Yes A		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 - 4.4.24				
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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