



Manufacturer		Type testing No.	EAPR-GS-7206/09
		Date of testing	02.05. - 23.05.2009
Model	Triton 22	Location	Schruns



European Academy of Parachute Rigging e.V - Luitpoldstr. 30 - D87700 Memmingen - Germany  
Under approval of EPTA European Paraglider Testlaboratory Alicane

	<b>Minimum take off weight</b>		<b>Maximum take off weight</b>
Testpilot	Hannes Tschofen		Eki Maute
Harness	Academy Test Equipment		Academy Testgurt
Pilot's take off weight	80 kg		115 kg

<b>Classification</b>	<b>D</b>
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Test-criteria	Minimum take off weight	Evaluation	Maximum take off weight	Evaluation			
<b>1. Inflation / take-off - 4.4.1</b>							
Rising behavior	Delayed	B	Delayed	B			
Special take off technique required	No	A	No	A			
<b>2. Landing - 4.4.2</b>							
Special landing technique required	No	A	No	A			
<b>3. Speeds in straight flight - 4.4.3</b>							
Trim speed more than 30km/h	Yes	A	Yes	A			
Speed range using the controls larger than 10km/h	Yes	A	Yes	A			
Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h	B			
<b>4. Control movement - 4.4.4</b>							
Max. weight in flight up to 80kg		-		-			
Max. weight in flight 80 to 100kg	Increasing 45cm - 60cm	C		-			
Max. weight in flight greater than 100kg		-	Increasing 50cm - 65cm	C			
<b>5. Pitch stability exiting accelerated flight - 4.4.5</b>							
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A			
Collapse occurs	No	A	No	A			
<b>6. Pitch stability operating controls during accelerated flight - 4.4.6</b>							
Collapse occurs	No	A	No	A			
<b>7. Roll stability and damping - 4.4.7</b>							
Oscillations	Reducing	A	Reducing	A			
<b>8. Stability in gentle spirals - 4.4.8</b>							
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A			
<b>9. Behaviour in a steeply banked turn - 4.4.9</b>							
Sink rate after two turns	More than 14m/s	B	More than 14m/s	B			
<b>10. Symmetric front collapse - 4.4.10</b>							
Entry	trim speed	Rocking back less than 45°	A	Rocking back less than 45°	A		
Recovery		Spontaneous in 3 to 5 sec	B	Spontaneous in 3 to 5 sec	B		
Dive forward angle on exit		60° - 90°	Keeping course	D	30° - 60°	Entering a turn of less than 90°	B
Cascade occurs		No	A	No	A		
Entry	accelerated	Rocking back greater than 45°	C	Rocking back greater than 45°	C		
Recovery		Spontaneous in 3 to 5 sec	B	Recovery through pilot action in less than a further 3 sec	D		
Dive forward angle on exit		30° - 60°	Keeping course	B	30° - 60°	Entering a turn of less than 90°	B
Cascade occurs		No	A	No	A		

11. Exiting deep stall (parachutal stall) - 4.4.11									
Deep stall achieved	Yes				Yes				
Recovery	Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec				A
Dive forward angle on exit	30° - 60°			B	30° - 60°				B
Change of course	Changing course 45° or more			C	Changing course 45° or more				C
Cascade occurs	No			A	No				A
12. High angle of attack recovery - 4.4.12									
Recovery	Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec				A
Cascade occurs	No			A	No				A
13. Recovery from a developed full stall - 4.4.13									
Dive forward angle on exit	30° - 60°			B	30° - 60°				B
Collapse	No collapse			A	No collapse				A
Cascade occurs (other than collapse)	No			A	No				A
Rocking backward	Less than 45°			A	Less than 45°				A
Line tension	Most lines tight			A	Most lines tight				A
14. Asymmetric collapse (trim speed) - 4.4.14									
Change of course until re-inflation	trim speed, max 50% collapse	< 90°	Dive or roll angle	15° - 45°	A	180° - 360°	Dive or roll angle	45° - 60°	C
Re-inflation behavior		Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs	No			A	No				A
Change of course until re-inflation	trim speed, max 75% collapse	90° - 180°	Dive or roll angle	45° - 60°	C	90° - 180°	Dive or roll angle	60° - 90°	C
Re-inflation behavior		Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	Yes, no turn reversal			C
Twist occurs		No			A	No			A
Cascade occurs	No			A	No				A
Change of course until re-inflation	accelerated, max 50% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	60° - 90°	C
Re-inflation behavior		Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	Yes, causing turn reversal			D
Twist occurs		No			A	No			A
Cascade occurs	No			A	No				A
Change of course until re-inflation	accelerated, max 75% collapse	90° - 180°	Dive or roll angle	60° - 90°	C	180° - 360°	Dive or roll angle	60° - 90°	D
Re-inflation behavior		Inflates in less than 3 sec from start of pilot action			C	Spontaneous re-inflation			A
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	Yes, no turn reversal			C
Twist occurs		No			A	No			A
Cascade occurs	No			A	No				A
15. Directional control with a maintained asymmetric collapse - 4.4.15									
Able to keep course straight	Yes			A	Yes				A
180° turn away from the collapsed side possible in 10 sec	Yes			A	Yes				A
Amount of control range between turn and stall or spin	25% to 50% of the symmetric control travel			C	25% to 50% of the symmetric control travel				C
16. Trim speed spin tendency - 4.4.16									
Spin occurs	No			A	No				A
17. Low speed spin tendency - 4.4.17									
Spin occurs	No			A	No				A
18. Recovery from a developed spin - 4.4.18									
Spin rotation angle after release	Stops spinning in less than 90°			A	Stops spinning in 90° to 180°				C
Cascade occurs	No			A	No				A
19. B-line-stall - 4.4.19									
Change of course before release	Changing course less than 45°			A	Changing course less than 45°				A
Behaviour before release	Remains stable with straight span			A	Remains stable with straight span				A
Recovery	Spontaneous in 3 to 5 sec			B	Spontaneous in less than 3 sec				A
Dive forward angle on exit	0° - 30°			A	30° - 60°				A
Cascade occurs	No			A	No				A
20. Big ears - 4.4.20									
Entry procedure	Standard technique			A	Standard technique				A
Behaviour during big ears	Stable flight			A	Stable flight				A
Recovery	Recovery through pilot action in less than a further 3 sec			B	Recovery through pilot action in less than a further 3 sec				B
Dive forward angle on exit	0° - 30°			A	0° bis 30°				A
21. Big Ears in accelerated flight - 4.4.21									
Entry procedure	Standard technique			A	Standard technique				A
Behaviour during big ears	Stable flight			A	Stable flight				A
Recovery	Recovery through pilot action in less than a further 3 sec			B	Recovery through pilot action in less than a further 3 sec				B
Dive forward angle on exit	0° - 30°			A	0° bis 30°				A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight			A	Stable flight				A

22. Behaviour exiting a steep spiral - 4.4.22				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	No	C	Less than 720°, spontaneous recovery	A
23. Alternative means of directional control - 4.4.23				
180° turn achievable in 20 sec	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual - 4.4.24				
Procedure works as described		NA		NA
Procedure suitable for novice pilots		NA		NA
Cascade occurs		NA		NA
25. Remarks of testpilot:				
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