



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

	Minimum take off w	eight	Maximum take off weight		
Testpilot	Johannes Tschofen		Eki Maute	8	
Harness	Academy Gurtzeug	1	Academy Gurtzeug		
Pilot's take off weight	95 kg	Name of Street, Street	110 kg	PRANCE.	

Classification	В	
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Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation		
1. Inflation / take-off - 4.4.1							
Rising behavior	ehavior		Α	Smooth, easy and constant rising	А		
Special take off technique required		No A No		No	Α		
2. Landing - 4.4.2							
Special landing technique required		No	А	No	Α		
3. Speeds in straight flight - 4.4.3							
Trim speed more than 30km/h		Yes	Α	Yes	А		
Speed range using the controls larger than 10km/h		Yes	А	Yes	Α		
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	Α		
4. Control movement - 4.4.4							
Max. weight in flight up to 80kg			-		-		
Max. weight in flight 80 to 100kg		Increasing > 60cm	А		-		
Max. weight in flight greater than 100kg			-	Increasing >65 cm	А		
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°	Α		
Collapse occurs		No	Α	No	Α		
6. Pitch stability operating controls during acce	lerated fli	ght - 4.4.6					
Collapse occurs		No	Α	No	Α		
7. Roll stability and damping - 4.4.7							
Oscillations		Reducing A Reducing		Reducing	Α		
8. Stability in gentle spirals - 4.4.8							
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α		
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	-	Rocking back less than 45°	Α	Rocking back less than 45°	Α		
Recovery	trim speed	Spontaneous in less than 3 sec	А	Spontaneous in 3 to 5 sec	В		
Dive forward angle on exit	Ë	0° - 30° Keeping course	А	30° - 60° Keeping course	В		
Cascade occurs	+	No	Α	No	Α		
Entry	р	Rocking back less than 45°	Α	Rocking back less than 45°	Α		
Recovery	ate	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В		
Dive forward angle on exit	accelerated	0° - 30° Keeping course	Α	30° - 60° Entering a turn of less than 90°	В		
Cascade occurs	ñ	No	Α	No	Α		

No.	11 Eviting doop stell (percebutel stell) 1111									
Second	11. Exiting deep stall (parachutal stall) - 4.4.11 Deen stall achieved Yes				Yes					
Description content			Yes							
Charges of course Char	Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Carecine concerns	-			-		Α				В
12. High region of marks recovery - 4.412				e less than 45°				e less than 45°		
Recovery Sportamentum in the shart 3 see		NO			А	NO			А	
Description and eleveloped full stall + 4.4.13 29 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -	12. High angle of attack recovery - 4.4.12		ı				l .			
1. Network years and eveloped file stall - 4.4.13 20	Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
13. Recovery tream a developed to stabl - 14.4.3 20	Cascade occurs		No			Α	No			Α
Description of market Collispoin No. Consider		3	1				l			
Collegace No contagoner A No collegace A No collegace			30° - 60°			В	30° - 60°			В
Report played Least than 45° A A Least than 50° Desired stops Least than 45° A Not into top 1			No collapse							
Most lines toget A A Notice integree A A Notice integree A A A Notice integree A A Notice inte			1				No			
14. Agricultural invitation 19										
Part			wost lines tight			A	Most lines tight			A
Part	14. Asymmetric collapse (trim speed) - 4.4.14	1	ı		1		l .	ı	I	
Second concerns	Change of course until re-inflation	92	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Second concerns	De lafferte Laborita	d,	0	1.0.0			0		I	
Second concerns	Re-inflation benavior	eed o	·	Inflation		А	•	inflation		А
Second concerns	·	in 8								
Second concerns		ax t								
Change of course until re-inflation				-						
Sportaneous re-inflation behavior				Discount	450 450			Discount and	45% 45%	
Classes de coours No	Change of course until re-inflation	Se	< 90"	Dive or roll angle	15" - 45"	Α	90° - 180°	Dive or roll angle	15" - 45"	В
Classes de coours No	Re-inflation behavior	ed, ollar	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		Α
Classes de coours No		sbe % o	_ `							
Classes de coours No		rim 75								
Classes de coours No		may 1								
Part	Cascade occurs		No				No			Α
Part	Observed a composition in that is		000		00 450		000 4000		450 450	-
No	Change of course until re-inflation	se	< 90°	Dive or roll angle	0° - 15°	Α	90° - 180°	Dive or roll angle	15° - 45°	В
No	Re-inflation behavior	ted, ollap	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		Α
No		lera % cc	·				·			
No		CCe								
No		nax a								
Re-inflation behavior Total change of course Collapse on the opposite side occurs Trivist occurs Cascade occurs No A No		1 -								
Re-inflation behavior Total change of course Collapse on the opposite side occurs Trivist occurs Cascade occurs No A No	Change of course until re-inflation	_	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
No A No A	g	d, apse								
No A No A	Re-inflation behavior	atec	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		Α
No A No A	Total change of course	eler 5% (Less than 360°			Α	Less than 360°			Α
No A No A	Collapse on the opposite side occurs	acc IX 73	No				No			Α
15. Directional control with a maintained ssymmetric collapse - 4.4.15 Able to keep course straight Yes		E								
Able to keep course straight Yes A Yes A Yes A No Amount of control range between turn 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 More than 50% of the symmetric control travel A No Anount of control range between turn and stall or spin More than 50% of the symmetric control travel A No A No A No A No A No A No A Stops spinning in less than 90° A No A No A No A No A Remains stable with straight span A Remains stable with strai						Α	No			А
180° turn away from the collapsed side possible in 10 sec Yes	•	metric col					Ly			
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 A 16. Trim speed spin tendency - 4.4.16 Spin occurs No A No A 17. Low speed spin tendency - 4.4.17 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 less than 90° A No A No A 18. Behaviour before release Changing course less than 45° A Changing course less than 45° A Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Stops spinning in less than 90° A Changing course less than 45° A Remains stable with straight span A Spontaneous in less than 3 sec A Stable flight A Stable flight A Stable flight A Standard technique A Standard t	Able to keep course straight		Yes			A	Yes			A
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21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Standard technique A Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 sec A Stable flight A Stable flight A Stable flight	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		No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Standard technic Stable flight	n less than 90° e less than 45° with straight span less than 3 sec		A A A A A A A	No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Standard technic Stable flight	e less than 90° e less than 45° with straight span less than 3 sec	control travel	A A A A A A A
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Dive forward angle on exit O° - 30° A O° bis 30° A Stable flight A Stable flight	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		No Stops spinning is No Changing course Remains stable Spontaneous in 0° - 30° No Standard technic Stable flight Spontaneous in 0° - 30°	n less than 90° e less than 45° with straight span less than 3 sec que		A A A A A A A A	No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Standard technic Stable flight Spontaneous in 0° bis 30°	e less than 90° e less than 45° with straight span less than 3 sec	control travel	A A A A A A A A
Behaviour immediately after releasing the accelarator while Stable flight A Stable flight	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		No Stops spinning is No Changing course Remains stable Spontaneous in 0° - 30° No Standard technic Stable flight Spontaneous in 0° - 30°	n less than 90° e less than 45° with straight span less than 3 sec que		A A A A A A A A A	No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight	n less than 90° eless than 45° with straight span less than 3 sec less than 3 sec	control travel	A A A A A A A A A A
	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		No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Standard technic Stable flight Spontaneous in 0° - 30° Standard technic Stable flight Spontaneous in	n less than 90° e less than 45° with straight span less than 3 sec que		A A A A A A A A A A A	No Stops spinning in No Changing course Remains stable: Spontaneous in 0° - 30° No Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Spontaneous in O° bis 30°	n less than 90° eless than 45° with straight span less than 3 sec less than 3 sec	control travel	A A A A A A A A A A
	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	ator while	No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Standard technic Stable flight Spontaneous in 0° - 30° Standard technic Stable flight Spontaneous in 0° - 30°	n less than 90° e less than 45° with straight span less than 3 sec que		A A A A A A A A A A	No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Spontaneous in 0° bis 30°	n less than 90° eless than 45° with straight span less than 3 sec less than 3 sec	control travel	A A A A A A A A A A A A A A A A A A A

22. Behaviour exiting a steep spiral - 4.4.22				
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
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	.4.23			
180° turn achievable in 20 sec	Yes	А	Yes	Α
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configura	ation 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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