Manufacturer		Type testing No.	EAPR-GS-7261/10	
		Date of testing	25.0506.06.2010	
Model	Prion 19	Location	Achensee + Schruns	



EAPR e.V - Marktstr. 11 - D-87730 Grönenbach - Germany

	Minimum take off we	eight	Maximum take off weight		
Testpilot	Mike Küng		Tschofen Johannes		
Harness	Academy-Equipment	1	Academy light Equipment		
Pilot's take off weight	60 kg		80 kg		





Test-criteria	riteria		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	Α	Yes	Α		
Speed range using the controls larger than 10km/h		Yes	Α	Yes	Α		
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α		
4. Control movement - 4.1.4							
Max. weight in flight up to 80kg		Increasing > 55cm	А		-		
Max. weight in flight 80 to 100kg			-	Increasing > 60cm	А		
Max. weight in flight greater than 100kg			-		-		
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	Α	No	Α		
6. Pitch stability operating controls during acce	lerated fli	ght - 4.1.6					
Collapse occurs		No	Α	No	Α		
7. Roll stability and damping - 4.1.7							
Oscillations		Reducing	Α	Reducing	А		
8. Stability in gentle spirals - 4.1.8							
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	А		
9. Behaviour in a steeply banked turn - 4.1.9							
Sink rate after two turns		12m/s to 14m/s	Α	Up to 12m/s	А		
10. Symmetric front collapse - 4.1.10							
Entry	-	Rocking back less than 45°	Α	Rocking back less than 45°	Α		
Recovery	trim speed	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	А		
Dive forward angle on exit	Ë	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α		
Cascade occurs	+	No	Α	No	Α		
Entry	D	Rocking back less than 45°	Α	Rocking back less than 45°	Α		
Recovery	rate	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	A		
Dive forward angle on exit	accelerated	0° - 30° Entering a turn of less than 90°	Α	0° - 30° Keeping course	A		
Cascade occurs	- ro	No	Α	No	Α		

44 Follow Lower and Committee Commit									
11. Exiting deep stall (parachutal stall) - 4.1.11					Yes				
eep stall achieved		Yes							
Recovery	ery		less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
ve forward angle on exit		0° - 30°			Α	0° - 30°			Α
Change of course		Changing course	e less than 45°		A	Changing course	e less than 45°		A
Cascade occurs		No			Α	No			А
12. High angle of attack recovery - 4.1.12		T				<u> </u>			
Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
ascade occurs		No		Α	No			Α	
13. Recovery from a developed full stall - 4.1.1	3								
Dive forward angle on exit		0° - 30°			Α	0° - 30°			Α
Collapse		No collapse			Α	No collapse No Less than 45°			Α
Cascade occurs (other than collapse) Rocking backward		No			A				A
Line tension		Less than 45° Most lines tight			A	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14					, ,,				, , ,
		000		450 450		000		00 450	
Change of course until re-inflation	Se	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	trim speed, x 50% colla					Less than 360°			Λ
Collapse on the opposite side occurs	triin 50	Less than 360°		A	No			A	
Twist occurs	max	No			A	No			A
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	o)	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
-	trim speed, max 75% collapse		<u> </u>	<u> </u>			I	<u> </u>	
Re-inflation behavior	trim speed, x 75% colla	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	n sp 5%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	tri ax 7	No		_	Α	No		_	Α
Twist occurs	Ĕ	No No			A	No			A
Cascade occurs		INO			Α	No			А
Change of course until re-inflation	m.	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
<u> </u>	accelerated, max 50% collapse								
Re-inflation behavior	accelerated, x 50% collap	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	acc ax 5	No			Α	No			Α
Twist occurs	Ĕ	No No			A	No			A
Cascade occurs				T	Α	No	1	T	Α
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	ed,	Spontaneous re-	inflation		Α	Spontaneous re-	inflation		Α
	erat % co		-iiiialioii			Spontaneous re-inflation			
Total change of course	selera 5% (Less than 360°				Less than 360°			
-	ccel 75%				A				A
Collapse on the opposite side occurs	accelerated, nax 75% collap	No			Α	No			Α
-	accelerated, max 75% collapse								_
Collapse on the opposite side occurs Twist occurs		No No No			A A	No No			A A
Collapse on the opposite side occurs Twist occurs Cascade occurs		No No No			A A	No No			A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmathem of the occurs are occurs.	netric col	No No No Ilapse - 4.1.15			A A A	No No No			A A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymm	netric col	No No No Ves			A A A	No No No Yes			A A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmathem of the occurs are occurs.	netric col	No No No No Ilapse - 4.1.15 Yes	of the symmetric c	control travel	A A A	No No No Yes	of the symmetric c	control travel	A A A
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Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmatch of the collapse of the possible in the collapsed side possible in the collapsed spin side possible in the collapsed side possible in the collapsed spin side possible in the collapsed	netric col	No No No No No No No No No Yes Yes More than 50% o		control travel	A A A A A A	No No No Yes Yes More than 50% o		control travel	A A A A A A
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22. Behaviour exiting a steep spiral - 4.1.22				
Tendency to return to straight flight	Spontaneous exit	Α	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	4.1.23			
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 - 4.1.24			
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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