



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

	Minimum take off we	eight	Maximum take off weight		
Testpilot	Mike Küng		Johannes Tschofen		
Harness	Academy-Gurtzeug	20	Academy-Gurtzeug	1	
Pilot's take off weight	70 kg	HANTE.	90 kg		





Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1					
Rising behavior		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique required		No		No	А
2. Landing - 4.4.2					
Special landing technique required		No	Α	No	Α
3. Speeds in straight flight - 4.4.3					
Trim speed more than 30km/h		Yes	Α	Yes	Α
Speed range using the controls larger than 10km/h	Speed range using the controls larger than 10km/h		Α	Yes	А
Minimum speed		Less than 25 km/h	A Less than 25 km/h		Α
4. Control movement - 4.4.4					
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 - 4.4.	5				
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	А
Collapse occurs		No	Α	No	А
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	А	Reducing	А
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		Up to 12m/s	A	Up to 12m/s	А
10. Symmetric front collapse - 4.4.10					
Entry	_	Rocking back less than 45°	Α	Rocking back less than 45°	А
Recovery	trim speed	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	А
Dive forward angle on exit	Ξ	0° - 30° Keeping course	А	0° - 30° Keeping course	А
Cascade occurs	+	No	А	No	Α
Entry	p	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	rate	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	accelerated	0° - 30° Keeping course	A	0° - 30° Keeping course	A
Cascade occurs	Ø	No	Α	No	Α

44 Fuiting doop stell (negativital stell) 4444									
11. Exiting deep stall (parachutal stall) - 4.4.11 Deep stall achieved	xiting deep stall (parachutal stall) - 4.4.11 p stall achieved Yes				Yes				
•									
Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Dive forward angle on exit	· · · · · · · · · · · · · · · · · · ·				Α	0° - 30°			Α
Change of course Cascade occurs		Changing course	e less than 45°		A	Changing course No	e less than 45°		A
12. High angle of attack recovery - 4.4.12	No			Α	INO			А	
12. Figir angle of attack recovery - 4.4.12		T .				T			
Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Cascade occurs		No			Α	No			Α
13. Recovery from a developed full stall - 4.4.1	3								
Dive forward angle on exit		0° - 30°		Α	0° - 30°			Α	
Collapse		No collapse		A	No collapse No Less than 45°		A		
Cascade occurs (other than collapse) Rocking backward		No Loss than 45°		A			A		
Line tension		Less than 45° Most lines tight		A	Most lines tight			A	
14. Asymmetric collapse (trim speed) - 4.4.14									
Channel of annual matterial and inflation		< 90°	Dive or roll angle	0° - 15°		< 90°	Dive or roll angle	0° - 15°	
Change of course until re-inflation	bse	< 90"	Dive or roll angle	0 15-	Α	< 90	Dive or roll angle	015-	Α
Re-inflation behavior	sed,	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		Α
Total change of course	sb %	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim speed, max 50% collapse	No			A	No			A
Twist occurs		No			Α	No			Α
Cascade occurs		No	Ī	1	Α	No	T		Α
Change of course until re-inflation	Ф	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
De transfer de la la ci	trim speed, max 75% collapse	0	1.0.0.	ı		0	i neri		
Re-inflation behavior	bee lo	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		Α
Total change of course	m sl	Less than 360°		_	Α	Less than 360°			Α
Collapse on the opposite side occurs	ax iii	No			A	No			A
Twist occurs Cascade occurs	Ε	No No			A	No No			A
		1				1			
Change of course until re-inflation	Ф	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	0° - 15°	Α
De inflation behavior	accelerated, max 50% collapse	Coordonalia	i-fl-ti		Δ.	Canadanaanaan	inflation.		^
Re-inflation behavior	accelerated, x 50% collap	Spontaneous re-	-inflation		Α	Spontaneous re-	Inflation		Α
Total change of course	cele 50%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	a ac	No No			A	No No			A
Cascade occurs	_	No			A	No			A A
				450 450				450 450	
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	accelerated, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		Α
Total change of course	elera	Less than 360°			A	Less than 360°			Α
Collapse on the opposite side occurs	3000 × 75	No			A	No			A
Twist occurs	ma	No			Α	No			Α
		No			Α	No			Α
Cascade occurs									
15. Directional control with a maintained asymmetry	metric col					Lv			
	metric col	Yes			Α	Yes			Α
15. Directional control with a maintained asymmetry					A A	Yes Yes			A
15. Directional control with a maintained asymmable to keep course straight 180° turn away from the collapsed side possible in	10 sec	Yes Yes	of the symmetric	control traval	А	Yes	of the symmetric of	control traval	А
15. Directional control with a maintained asymmetry Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or	10 sec	Yes Yes	of the symmetric o	control travel		Yes	of the symmetric c	ontrol travel	
15. Directional control with a maintained asymmethod by the control with a maintained asymmethod by the control of the control	10 sec	Yes Yes More than 50% (of the symmetric o	control travel	A A	Yes More than 50% o	of the symmetric c	control travel	А
15. Directional control with a maintained asymmetable 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 - 4.4.16 Spin occurs	10 sec	Yes Yes	of the symmetric o	control travel	А	Yes	of the symmetric c	ontrol travel	А
15. Directional control with a maintained asymmable 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 - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17	10 sec	Yes Yes More than 50% (of the symmetric o	control travel	A	Yes More than 50% (of the symmetric c	ontrol travel	A A
15. Directional control with a maintained asymmable 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 - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs	10 sec	Yes Yes More than 50% (of the symmetric o	control travel	A A	Yes More than 50% o	of the symmetric c	ontrol travel	A A
15. Directional control with a maintained asymmable 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 - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17	10 sec	Yes Yes More than 50% (of the symmetric o	control travel	A	Yes More than 50% (of the symmetric c	ontrol travel	A A
15. Directional control with a maintained asymmable 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 - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs	10 sec	Yes Yes More than 50% (control travel	A	Yes More than 50% (ontrol travel	A A
15. Directional control with a maintained asymmable 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 - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18	10 sec	Yes Yes More than 50% (control travel	A A A	Yes More than 50% (ontrol travel	A A
15. Directional control with a maintained asymmable 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 - 4.4.16 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	10 sec	Yes Yes More than 50% of the state of the s		control travel	A A A A	Yes More than 50% (ontrol travel	A A A A
15. Directional control with a maintained asymmable 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 - 4.4.16 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	10 sec	Yes Yes More than 50% of the state of the s	n less than 90°	control travel	A A A A	Yes More than 50% (n less than 90°	ontrol travel	A A A
15. Directional control with a maintained asymmable 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 - 4.4.16 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	10 sec	Yes Yes Yes More than 50% of the state of	n less than 90°		A A A A	Yes More than 50% of No No Stops spinning in No Changing course	n less than 90°	ontrol travel	A A A A A
15. Directional control with a maintained asymmable 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 - 4.4.16 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	10 sec	Yes Yes Yes More than 50% of the state of	n less than 90°		A A A A	Yes More than 50% of No No Stops spinning in No Changing course	n less than 90°	ontrol travel	A A A
15. Directional control with a maintained asymmable 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 - 4.4.16 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	10 sec	Yes Yes Yes More than 50% of the state of	n less than 90° e less than 45° with straight span		A A A A	Yes More than 50% of No No Stops spinning in No Changing course	n less than 90° elless than 45° with straight span	ontrol travel	A A A A
15. Directional control with a maintained asymmable 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 - 4.4.16 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	10 sec	Yes Yes Yes More than 50% of the state of th	n less than 90° e less than 45° with straight span		A A A A	No No Stops spinning it No Changing course Remains stable Spontaneous in 0° - 30°	n less than 90° elless than 45° with straight span	ontrol travel	A A A A
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15. Directional control with a maintained asymmable 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 - 4.4.16 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	10 sec	Yes Yes Yes More than 50% of the state of t	n less than 90° e less than 45° with straight span less than 3 sec equired less than 3 sec		A A A A A A A A A A A A A A A A A A A	No No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Spontaneous in 0° bis 30° Special device re Stable flight	e less than 90° e less than 45° with straight span less than 3 sec equired	ontrol travel	A A A A A A A A A A A A A A A A A A A
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22. Behaviour exiting a steep spiral - 4.4.22				
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	A A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	
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 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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