Manufacturer	$\sim$	Type testing No.	EAPR-GS-7265/10	The second secon
		Date of testing	2528.11.2009	AEAPRIL
Model	Prion 27	Location	Lüsen + Walensee	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirm

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

	Minimum take off we	eight	Maximum take off weight		
Testpilot	Mike Küng	A	Markus Genitheim		
Harness	Academy-Gurtzeug	E	Academy-Gurtzeug	Markus Genitheim	
Pilot's take off weight	100 kg	UNAVER S	130 kg		

Classification





Test-criteria		Minimum take off weight	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	А	No	A
2. Landing - 4.1.2					
Special landing technique required		No	A	No	Α
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes	А	Yes	A
Speed range using the controls larger than 10km/h		Yes	А	Yes	А
Minimum speed		Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement - 4.1.4		• •			
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 - 4.1	.5	• •			
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	Α
Collapse occurs		No	А	No	A
6. Pitch stability operating controls during acc	elerated f	light - 4.1.6			
Collapse occurs		No	A	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	А	Reducing	A
8. Stability in gentle spirals - 4.1.8		• •	•		•
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply banked turn - 4.1.9		•			•
Sink rate after two turns		12m/s to 14m/s	А	12m/s to 14m/s	A
10. Symmetric front collapse - 4.1.10		• •	•		
Entry	-	Rocking back less than 45°	А	Rocking back less than 45°	A
Recovery	trim speed	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	Ē	0° - 30° Keeping course	A	0° - 30° Keeping course	A
Cascade occurs	t t	No	А	No	А
Entry	g	Rocking back less than 45°	A	Rocking back less than 45°	A
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	Α	0° - 30° Keeping course	Α
Cascade occurs	Ø	No	A	No	A

11. Exiting deep stall (parachutal stall) - 4.1.11	1								
Deep stall achieved					Yes				
									^
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit		0° - 30°	- looo than 45°		A	0° - 30°			A
Change of course Cascade occurs		Changing course No	e iess than 45°		A	Changing course No	e iess than 45°		A
12. High angle of attack recovery - 4.1.12		110			A				A
		Spontaneous in	loss than 2 soc		А	Spontaneous in	loss than 2 sos		А
Recovery			less man 3 sec				less man 5 sec		
Cascade occurs		No			A	No			A
13. Recovery from a developed full stall - 4.1.1	13								
Dive forward angle on exit Collapse		0° - 30° No collapse			A	0° - 30° No collapse			A
Cascade occurs (other than collapse)			No collapse No			No			A
Rocking backward		Less than 45°		A	Less than 45°			A	
Line tension		Most lines tight			Α	Most lines tight			А
14. Asymmetric collapse (trim speed) - 4.1.14									
Change of course until re-inflation	Φ	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
	trim speed, max 50% collapse								
Re-inflation behavior	coll co	Spontaneous re-	-inflation		A	Spontaneous re-	inflation		A
Total change of course	m st 20%	Less than 360°			А	Less than 360°			А
Collapse on the opposite side occurs	tri lax (	No No			A	No No			A
Twist occurs Cascade occurs	- 2	No			A	No			A A
			Dise	459 450			Dire	159 450	
Change of course until re-inflation	Se	< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	-inflation		А	Spontaneous re-	inflation		А
Total change of course	speed, % colla	Less than 360°				Less than 360°			
Collapse on the opposite side occurs	trim x 75°	No			A	No			A
Twist occurs	may	No			A	No			A
Cascade occurs		No			А	No			А
Change of course until to inflation	1	< 90°	Dive or roll!-	150 150	^	< 90°	Dive or roll	150 150	^
Change of course until re-inflation	bse	< 90°	Dive or roll angle	15° - 45°	A	< 90.	Dive or roll angle	15° - 45°	A
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	-inflation		А	Spontaneous re-	inflation		А
Total change of course	elera % c	Less than 360°			А	Less than 360°			A
Collapse on the opposite side occurs	- 20 x 50	No			A	No			A
Twist occurs	, may	No			А	No			A
Cascade occurs		No	·		А	No			A
Change of course until re-inflation	se	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	-inflation		А	Spontaneous re-	inflation		А
Total change of course	selei 5%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	act ax 7	No			A	No		A	
Twist occurs Cascade occurs	E	No No			A	No No			A
15. Directional control with a maintained asym	metric col								
Able to keep course straight		Yes			A	Yes			A
180° turn away from the collapsed side possible in	n 10 sec	Yes			A Yes			A	
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		
16. Trim speed spin tendency - 4.1.16	•		,				,		
Spin occurs		No			A	No			A
17. Low speed spin tendency - 4.1.17									
Spin occurs		No			А	No			А
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in	n less than 90°		А	Stops spinning ir	n less than 90°		А
						No			
19. B-line-stall - 4.1.19	Cascade occurs No			A				A	
Change of course before release		Changing course	e less than 45°		А	Changing course	less than 45°		A
			A	Changing course less than 45° Remains stable with straight span					
	Behaviour before release					Spontaneous in less than 3 sec			A
ecovery Spontaneous in less than 3 sec		iess uidti s Sec		A		A			
Disc (consection of the			0° - 30° No		A	0° - 30° No		A	
Dive forward angle on exit						No			A
Cascade occurs		0° - 30° No			A	No			
Cascade occurs 20. Big ears - 4.1.20		No							
Cascade occurs			equired			No Special device re	equired		A
Cascade occurs 20. Big ears - 4.1.20		No	equired		A		equired		
Cascade occurs 20. Big ears - 4.1.20 Entry procedure		No Special device re			A	Special device re	-		A
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery		No Special device re Stable flight Spontaneous in			A A A A	Special device re Stable flight Spontaneous in	-		A A A
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		No Special device re Stable flight			A A A	Special device re Stable flight	-		A
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21		No Special device re Stable flight Spontaneous in 0° - 30°	less than 3 sec		A A A A A	Special device re Stable flight Spontaneous in 0° bis 30°	less than 3 sec		A A A A
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure		No Special device re Stable flight Spontaneous in	less than 3 sec		A A A A	Special device re Stable flight Spontaneous in 0° bis 30° Special device re	less than 3 sec		A A A
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21		No Special device re Stable flight Spontaneous in 0° - 30°	less than 3 sec		A A A A A	Special device re Stable flight Spontaneous in 0° bis 30°	less than 3 sec		A A A A
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure		No Special device re Stable flight Spontaneous in 0° - 30° Special device re	less than 3 sec		A A A A A	Special device re Stable flight Spontaneous in 0° bis 30° Special device re	less than 3 sec		A A A A A
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears		No Special device re Stable flight Spontaneous in 0° - 30° Special device re Stable flight	less than 3 sec		A A A A A A	Special device re Stable flight Spontaneous in 0° bis 30° Special device re Stable flight	less than 3 sec		A A A A A A
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery	ator while	No Special device re Stable flight Spontaneous in 0° - 30° Special device re Stable flight Spontaneous in	less than 3 sec		A A A A A A A	Special device re Stable flight Spontaneous in 0° bis 30° Special device re Stable flight Spontaneous in	less than 3 sec		A A A A A A A

22. Behaviour exiting a steep spiral - 4.1.22				
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	А	Less than 720°, spontaneous recovery	А
23. Alternative means of directional control -	4.1.23			
180° turn achievable in 20 sec	Yes	А	Yes	А
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configur	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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