Manufacturer		Type testing No.	EAPR-GS-7332/10	
		Date of testing	1922.08.2010	
Model	Mentor 2 M	Location	Schruns + Achensee	



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	To the second	Academy Test Equipment	4	
Pilot's take off weight	90 kg		110 kg		

Classification	
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Test-criteria	t-criteria		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	1	Yes	А	Yes	А
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			-		-
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°	Α	Dive forward less than 30°	Α
ollapse occurs		No	Α	No	Α
6. Pitch stability operating controls during account	elerated fl	ight - 4.1.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn - 4.1.9					
Sink rate after two turns		More than 14m/s	В	More than 14m/s	В
10. Symmetric front collapse - 4.1.10					
Entry	<u> </u>	Rocking back less than 45°	Α	Rocking back less than 45°	А
Recovery	trim speed	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	Ξ	30° - 60° Keeping course	В	30° - 60° Keeping course	В
Cascade occurs	1	No	Α	No	Α
Entry	ō	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	Α
Dive forward angle on exit	accelerated	30° - 60° Keeping course	В	30° - 60° Keeping course	В
Cascade occurs	ğ	No	Α	No	Α

11. Exiting deep stall (parachutal stall) - 4.1.11 Deep stall achieved Yes			Vos						
•		Yes			Yes				
ecovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
live forward angle on exit		0° - 30°			Α	30° - 60°			В
Change of course			Changing course less than 45°		A	Changing course	e less than 45°		A
Cascade occurs		No			Α	No			Α
12. High angle of attack recovery - 4.1.12		<u> </u>				<u> </u>			
Recovery	ecovery		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 - 4.1.1	3	•							
Dive forward angle on exit		0° - 30°			Α	30° - 60°			В
Collapse		No collapse			Α	No collapse		A	
Cascade occurs (other than collapse)		No			Α	No			Α
Rocking backward Line tension		Less than 45° Most lines tight			A	Less than 45° Most lines tight	Less than 45°		A
		Wost lines tight			Α	Wost lines tight			Α
14. Asymmetric collapse (trim speed) - 4.1.14	I	1	1	1	1	ı	ı	l .	1
Change of course until re-inflation	eg.	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	0° - 15°	Α
De inflation behavior	trim speed, max 50% collapse	Constanting	i=fl=ti==		^	Caratanaana	inflation.	ı	^
Re-inflation behavior	trim speed, x 50% colla	Spontaneous re-	-intiation		Α	Spontaneous re-	Inflation		Α
Total change of course	. iii	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	T X	No No			A	No No			A
Cascade occurs	_ ೬	No			A	No			A
			Diversion :	450 450			Disco	450 450	
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	trim speed, x 75% colla	Less than 360°			A	Less than 360°			
Collapse on the opposite side occurs	rijn 75	No			A	No			A
Twist occurs	mag t	No			A	No			A
Cascade occurs		No			A	No			A
		I				l	I		
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 50% collapse	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation	•	Α
	accelerated, x 50% collap		-iiiiiatioii			Spontaneous re-inflation			
Total change of course	Scel 50%	Less than 360° No			A	Less than 360° No			A
Collapse on the opposite side occurs Twist occurs	ax ac	No			A	No			A A
Cascade occurs	-	No			A	No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Change of course until re-inflation	accelerated, max 75% collapse	90 - 180	Dive or roll angle	15 - 45	Б	90 - 160	Dive or roll angle	15 - 45	В
Re-inflation behavior		Spontaneous re-inflation Less than 360°			Α	Spontaneous re-inflation		Α	
Total change of course					A	Less than 360°		A	
Collapse on the opposite side occurs	300e 4.75	No			A	No No			A
Twist occurs	mas s	No			Α	No			Α
Cascade occurs		No			Α	No			Α
15. Directional control with a maintained asymm	metric co	lapse - 4.1.15							
	metric co	llapse - 4.1.15 Yes			А	Yes			А
15. Directional control with a maintained asymmetry					A	Yes Yes			A
15. Directional control with a maintained asymmatic Able to keep course straight 180° turn away from the collapsed side possible in	10 sec	Yes Yes			А	Yes			А
15. Directional control with a maintained asymmetry. Able to keep course straight	10 sec	Yes Yes	of the symmetric o	control travel		Yes	of the symmetric c	control travel	
15. Directional control with a maintained asymmatic Able to keep course straight 180° turn away from the collapsed side possible in	10 sec	Yes Yes	of the symmetric o	control travel	А	Yes	of the symmetric c	control travel	А
15. Directional control with a maintained asymmethod by the contro	10 sec	Yes Yes	of the symmetric o	control travel	А	Yes	of the symmetric c	control travel	А
15. Directional control with a maintained asymmation Able 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 - 4.1.16	10 sec	Yes Yes More than 50% o	of the symmetric o	control travel	A A	Yes More than 50% o	of the symmetric c	control 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 side. Trim speed spin tendency - 4.1.16 Spin occurs	10 sec	Yes Yes More than 50% o	of the symmetric o	control travel	A A	Yes More than 50% o	of the symmetric c	control 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 side. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17	10 sec	Yes Yes More than 50% o	of the symmetric o	control travel	A A	Yes More than 50% (of the symmetric c	control 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 side. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18	10 sec	Yes Yes More than 50% o		control travel	A A	Yes More than 50% (control 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 statement of the cours and stall or statement of the cours are spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 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% (control 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 statement of the cours 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs	10 sec	Yes Yes More than 50% o		control travel	A A	Yes More than 50% (control 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 - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19	10 sec	Yes Yes Yes More than 50% of No Stops spinning in	n less than 90°	control travel	A A A A	Yes More than 50% of No No Stops spinning in	n less than 90°	control 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 statement of the cours 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 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°	control 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 - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19	10 sec	Yes Yes Yes More than 50% o No Stops spinning in No Changing course	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°	control 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 stall	10 sec	Yes Yes More than 50% of the state of the s	n less than 90° e less than 45° with straight span		A A A A	No No Stops spinning in No Changing course Remains stable	n less than 90° elless than 45° with straight span	control 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 stall	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 in No Changing course Remains stable Spontaneous in	n less than 90° elless than 45° with straight span	control 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 statement of control range between turn and stall or stall	10 sec	Yes Yes Yes More than 50% of No No Stops spinning in No Changing course Remains stable of Spontaneous in O° - 30°	n less than 90° e less than 45° with straight span		A A A A B 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	control travel	A A A A B 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 statement of control range between turn and stall or statement of control range between turn and stall or statement of control range between turn and stall or statement of control range between turn and stall or statement of cours 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs	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 B	No No Stops spinning in No Changing course Remains stable Spontaneous in	n less than 90° elless than 45° with straight span	control travel	A A A A B
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 statement of control range between turn and stall or stall	10 sec	Yes Yes Yes More than 50% of No No Stops spinning in No Changing course Remains stable of Spontaneous in O° - 30°	n less than 90° e less than 45° with straight span		A A A A B 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	control travel	A A A A B 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 statement of control range between turn and stall or stall	10 sec	Yes Yes Yes More than 50% of No No Stops spinning in No Changing course Remains stable of Spontaneous in O° - 30°	n less than 90° e less than 45° with straight span 3 to 5 sec		A A A A B A	No No Stops spinning it No Changing course Remains stable Spontaneous in 0° - 30°	n less than 90° e less than 45° with straight span 3 to 5 sec	control travel	A A A A B 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 stall to cours. 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20	10 sec	Yes Yes Yes More than 50% of the state of th	n less than 90° e less than 45° with straight span 3 to 5 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	n less than 90° e less than 45° with straight span 3 to 5 sec	control travel	A A 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 side. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears	10 sec	Yes Yes Yes More than 50% of the state of th	n less than 90° e less than 45° with straight span 3 to 5 sec		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	n less than 90° eless than 45° with straight span 3 to 5 sec	control travel	A A A 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 state of the cours. 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery	10 sec	Yes Yes Yes More than 50% of the state of th	n less than 90° e less than 45° with straight span 3 to 5 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	n less than 90° eless than 45° with straight span 3 to 5 sec	control travel	A A A A A A A A A A A A A A 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 state of the cours. 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	10 sec	Yes Yes Yes More than 50% of the state of th	n less than 90° e less than 45° with straight span 3 to 5 sec		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	n less than 90° eless than 45° with straight span 3 to 5 sec	control travel	A A A A A A A A A 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 state of the cours of	10 sec	Yes Yes Yes More than 50% of the state of th	n less than 90° e less than 45° with straight span 3 to 5 sec		A A A A A B B A A B B	No No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Spontaneous in	n less than 90° eless than 45° with straight span 3 to 5 sec	control travel	A A A A A A A A A B A A A B B A A B
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 state of the cours. 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	10 sec	Yes Yes Yes More than 50% of the state of th	n less than 90° e less than 45° with straight span 3 to 5 sec equired 3 to 5 sec		A A A A A B B A A B B	No No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Spontaneous in	n less than 90° eless than 45° with straight span 3 to 5 sec equired 3 to 5 sec	control travel	A A A A A A B B
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 stall or cours 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit 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	10 sec	Yes Yes Yes More than 50% of the state of t	n less than 90° e less than 45° with straight span 3 to 5 sec equired 3 to 5 sec		A A A A A A A A A A A A A A A A A A A	No No Stops spinning it No Changing course Remains stable Spontaneous in 0° - 30° No Special device re Stable flight Spontaneous in 0° bis 30°	n less than 90° eless than 45° with straight span 3 to 5 sec equired 3 to 5 sec	control travel	A A A A B A A A A A A A A A A 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 stall or course. 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit 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	10 sec	Yes Yes Yes More than 50% of the state of t	n less than 90° e less than 45° with straight span 3 to 5 sec equired 3 to 5 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	n less than 90° eless than 45° with straight span 3 to 5 sec equired 3 to 5 sec	control travel	A A A A A A A A A A A A A A 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 stall	10 sec	Yes Yes Yes More than 50% of the state of t	n less than 90° e less than 45° with straight span 3 to 5 sec equired 3 to 5 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 restable flight Spontaneous in 0° bis 30° Special device restable flight Spontaneous in Stable flight Spontaneous in Stable flight Spontaneous in Stable flight Spontaneous in	n less than 90° eless than 45° with straight span 3 to 5 sec equired 3 to 5 sec	control travel	A A A A B A A A A A A A A A A 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 stall	10 sec spin	Yes Yes Yes More than 50% of the state of t	n less than 90° e less than 45° with straight span 3 to 5 sec equired 3 to 5 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	n less than 90° eless than 45° with straight span 3 to 5 sec equired 3 to 5 sec	control travel	A A A A A A A A A A A A A A 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 stall or cours. 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit 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	10 sec spin	Yes Yes Yes More than 50% of the state of t	n less than 90° e less than 45° with straight span 3 to 5 sec equired 3 to 5 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 restable flight Spontaneous in 0° bis 30° Special device restable flight Spontaneous in Stable flight Spontaneous in Stable flight Spontaneous in Stable flight Spontaneous in	n less than 90° eless than 45° with straight span 3 to 5 sec equired 3 to 5 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 - 4.1.22				
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	А
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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