| Manufacturer | \sim | Type testing No. | EAPR-GS-7333/10 | |
|--------------|------------|------------------|--------------------|--|
| | | Date of testing | 27.10 08.11.2010 | AEAPRIL |
| Model | Mentor 2 L | Location | Schruns + Achensee | LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirm |

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

| | Minimum take off wei | ight | Maximum take off weight | | | |
|-------------------------|----------------------|------|-------------------------|-------------|--|--|
| Testpilot | Johannes Tschofen | - | Anselm Rauh | | | |
| Harness | Academy Equipment | KEL | Academy Test Equipment | Anselm Rauh | | |
| Pilot's take off weight | 100 kg | | 130 kg | | | |

Classification

В



| Test-criteria | | Minimum take off weight | | Evaluation | Maximum take off weight | | Evaluation |
|---|--------------|--------------------------------|----------------------------------|--------------|-------------------------|-----------------------|------------|
| 1. Inflation / take-off - 4.1.1 | | | | | | | |
| Rising behavior | | Smooth, eas | y and constant rising | А | Smooth, eas | y and constant rising | А |
| Special take off technique required | | No | | A | No | A | |
| 2. Landing - 4.1.2 | | | | | | | |
| Special landing technique required | | No | | A | No | | A |
| 3. Speeds in straight flight - 4.1.3 | | | | | | | |
| Trim speed more than 30km/h | | Yes | | A | Yes | | А |
| Speed range using the controls larger than 10km/h | ı | Yes | | А | Yes | А | |
| Minimum speed | | Less than 25 | km/h | A | Less than 25 | А | |
| 4. Control movement - 4.1.4 | | | | | | | |
| Max. weight in flight up to 80kg | | | | - | | | - |
| Max. weight in flight 80 to 100kg | | | | - | | | - |
| Max. weight in flight greater than 100kg | | Increasing | >65 cm | А | 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° | А | |
| Collapse occurs | | No | | А | No | | А |
| 6. Pitch stability operating controls during acce | elerated f | light - 4.1.6 | | | | | |
| Collapse occurs | | No | | A | No | | A |
| 7. Roll stability and damping - 4.1.7 | | | | | | | |
| Oscillations | | Reducing | | A | Reducing | А | |
| 8. Stability in gentle spirals - 4.1.8 | | | | | | | |
| Tendency to return to straight flight | Spontaneous | s exit | А | Spontaneous | exit | А | |
| 9. Behaviour in a steeply banked turn - 4.1.9 | | | | | | | |
| Sink rate after two turns | | 12m/s to 14n | n/s | A | More than 14m/s | | В |
| 10. Symmetric front collapse - 4.1.10 | | | | | | | |
| Entry | L _ | Rocking back | cless than 45° | А | Rocking back | cless 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 | <u>.</u> | 30° - 60° | Entering a turn of less than 90° | В | 30° - 60° | Keeping course | В |
| Cascade occurs | - | No | · | A | No | <u>.</u> | A |
| Entry | q | Rocking back | cless than 45° | А | Rocking back | cless than 45° | А |
| Recovery | ate | Spontaneous in less than 3 sec | | A | Spontaneous | in less than 3 sec | A |
| Dive forward angle on exit | accelerated | 30° - 60° | Entering a turn of less than 90° | В | 30° - 60° | Keeping course | В |
| Cascade occurs | ă | No | • | А | No | • • • | А |

| 11. Exiting deep stall (parachutal stall) - 4.1.11 | | | | | | | | | |
|--|--|---|---------------------|-----------|--------------------------------|---|-----------------------------------|-----------|--------|
| Deep stall achieved | | Yes | | | | Yes | | | |
| Recovery | Spontaneous in less than 3 sec | | | А | Spontaneous in less than 3 sec | | | А | |
| Dive forward angle on exit | | 30° - 60° | | | В | 30° - 60° | | | В |
| Change of course | | Changing course | e less than 45° | | Α | Changing course | e less than 45° | | Α |
| Cascade occurs 12. High angle of attack recovery - 4.1.12 | | No | | | A | No | | | A |
| | | | | | | | | | |
| Recovery | | Spontaneous in | less than 3 sec | | A | Spontaneous in | less than 3 sec | | A |
| Cascade occurs | _ | No | | | A | No | | | A |
| 13. Recovery from a developed full stall - 4.1.1 Dive forward angle on exit | 3 | 30° - 60° | | | В | 30° - 60° | | | В |
| Collapse | | No collapse | | | A | No collapse | | | A |
| Cascade occurs (other than collapse) | | No | | | А | No | | | A A |
| Rocking backward Line tension | | Less than 45° Most lines tight | | | A | Less than 45° Most lines tight | Less than 45° Most lines tight | | |
| 14. Asymmetric collapse (trim speed) - 4.1.14 | | inoot infoo tight | | | | inoot infoo tigrit | | | A |
| Change of course until re-inflation | | < 90° | Dive or roll angle | 15° - 45° | А | < 90° | Dive or roll angle | 15° - 45° | Α |
| | d, lapse | < 50 | Dive of foil angle | 13 - 43 | A | < 90 | Dive of foir angle | 15 - 45 | A |
| Re-inflation behavior | colls | Spontaneous re- | inflation | | А | Spontaneous re- | -inflation | | А |
| Total change of course | accelerated, accelerated, trim speed, trim speed, anax 75% collapse max 75% collapse max 75% collapse max 00% collapse max 75% collapse max 75 | Less than 360° | | | А | Less than 360° | | | А |
| Collapse on the opposite side occurs Twist occurs | tr | No No | | | A A | No No | | | A A |
| Cascade occurs | <u> </u> | No | | | A | No | | | A |
| Change of course until re-inflation | Θ | 90° - 180° | Dive or roll angle | 15° - 45° | В | 90° - 180° | Dive or roll angle | 15° - 45° | В |
| | d, lapse | Creative | inflatia : | I | | Creative | inflatia : | | |
| Re-inflation behavior | spee 6 col | Spontaneous re- | Inflation | | A | Spontaneous re- | -inflation | | A |
| Total change of course Collapse on the opposite side occurs | rim 8 75% | Less than 360° No No | | | A A | Less than 360° No | | | A |
| Twist occurs | t max | | | | A | No | | | A |
| Cascade occurs | | No | | | А | No | | | A |
| Change of course until re-inflation | | < 90° | Dive or roll angle | 15° - 45° | А | 90° - 180° | Dive or roll angle | 15° - 45° | В |
| | d, apse | < 50 | Dive of foil aligie | 10 40 | ~ | 30 100 | Dive of foil aligie | 10 40 | |
| Re-inflation behavior | colli | Spontaneous re- | inflation | | A | Spontaneous re- | -inflation | | A |
| Total change of course | cele 50% | Less than 360° | | | A | Less than 360° | | | A |
| Collapse on the opposite side occurs Twist occurs | ac | No No | | | A A | No No | | | A |
| Cascade occurs | _ د | No | | | A | No | | | A |
| Change of course until re-inflation | accelerated, < 75% collapse | 90° - 180° | Dive or roll angle | 15° - 45° | В | 90° - 180° | Dive or roll angle | 15° - 45° | В |
| | | 0 | | | • | 0 | | | • |
| Re-inflation behavior | | Spontaneous re-inflation | | | A | Spontaneous re-inflation | | | A |
| Total change of course Collapse on the opposite side occurs | ccel 75% | Less than 360° No | | | A | Less than 360° No No | | | A |
| Twist occurs | a max | No | | | A | | | | A |
| Cascade occurs | | No | | | А | No | | | А |
| 15. Directional control with a maintained asymmetry | netric col | | | | - | | | | |
| Able to keep course straight | | Yes | | | A | Yes | | | A |
| 180° turn away from the collapsed side possible in | 10 sec | Yes | | | A | Yes | | | A |
| Amount of control range between turn and stall or | spin | More than 50% of the symmetric control travel | | | А | More than 50% of the symmetric control travel | | | А |
| 16. Trim speed spin tendency - 4.1.16 | | | | | - | | | | _ |
| Spin occurs | | No | | | A | No | | | A |
| 17. Low speed spin tendency - 4.1.17 | | No | | | | No | | | |
| Spin occurs 18. Recovery from a developed spin - 4.1.18 | | No | | | A | No | | | A |
| | | Stops opinging | a loss than 00° | | | Stops opinging | n loss than 00° | | ^ |
| Spin rotation angle after release | | Stops spinning in | 1 1000 111011 9U | | A | Stops spinning in | 1 1655 (Hall 90° | | A |
| Cascade occurs | | No | | | A | No | | | A |
| 19. B-line-stall - 4.1.19 Change of course before release | | Changing course | e less than 45° | | А | Changing course | e less than 45° | | A |
| Behaviour before release | | | with straight span | | A | | with straight span | | A |
| Recovery | | Spontaneous in 2 | 0 1 | | В | Spontaneous in | | | В |
| | | 0° - 30° | 0.00300 | | | | 0 10 0 300 | | |
| Dive forward angle on exit Cascade occurs | | 0° - 30° No | | | A | 30° - 60° No | | | A |
| 20. Big ears - 4.1.20 | | | | | | | | | |
| Entry procedure | | Special device re | equired | | А | Special device r | equired | | А |
| Behaviour during big ears | | Stable flight | | | | Stable flight | | | |
| | | Ţ | 2 to E c | | A | | loop them 0 | | A |
| Recovery | | Spontaneous in | 3 10 5 SeC | | В | Spontaneous in | iess than 3 sec | | A |
| Dive forward angle on exit | | 0° - 30° | | | А | 0° bis 30° | | | A |
| 21. Big Ears in accelerated flight - 4.1.21 | | | | | | | | | |
| Entry procedure | | Special device re | equired | | А | Special device r | equired | | A |
| Behaviour during big ears | | Stable flight | | | А | Stable flight | | | A |
| Recovery | | Spontaneous in | 3 to 5 sec | | А | Spontaneous in | less than 3 sec | | A |
| Dive forward angle on exit | | 0° - 30° | | | A | 0° bis 30° | | | A |
| Behaviour immediately after releasing the accelara maintaining big ears | tor while | Stable flight | | | А | Stable flight | | | А |
| | | 1 | | | | 1 | | | |

| 22. Behaviour exiting a steep spiral - 4.1.22 | | | | |
|--|---|---|--|----------------|
| Tendency to return to straight flight | Spontaneous exit | А | Spontaneous exit | А |
| Turn angle to recover normal flight | Less than 720°, spontaneous recovery | Less than 720°, spontaneous recovery A 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 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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