Manufacturer		Type testing No.	EAPR-GS-7410/11				
		Date of testing	09.04.2011	X EAPR'I			
Model	Mentor 2 XXS	Location	Achensee	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirm			

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

	Minimum take off w	eight	Maximum take off weight		
Testpilot	Mike Küng	A	Tschofen Johannes		
Harness	Academy-Lightequipment	120	Academy light Equipment		
Pilot's take off weight	60 kg		80 kg		

Classification

В



est-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		А
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		А	Yes		А
Speed range using the controls larger than 10km/h		Yes A		А	Yes		А
Minimum speed		Less than 25 km/h		А	Less than 25 l	۲۳/h	A
4. Control movement - 4.1.4							
Max. weight in flight up to 80kg		Increasing > 5	i5cm	А	Increasing	> 55cm	А
Max. weight in flight 80 to 100kg				-			-
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°		А	Dive forward I	ess than 30°	А
Collapse occurs		No		A	No		A
6. Pitch stability operating controls during acce	elerated fl	ight - 4.1.6					
Collapse occurs		No		А	No		А
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	A
9. Behaviour in a steeply banked turn - 4.1.9		·					
Sink rate after two turns		12m/s to 14m/s		A	More than 14m/s		В
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	Li I	0° - 30° Keeping co	urse	А	0° - 30°	Entering a turn of less than 90°	A
Cascade occurs	-	No		А	No		A
Entry	p	Rocking back less than 45°		A	Rocking back	less than 45°	A
Recovery	accelerated	Spontaneous in less than 3 s		А	•	in less than 3 sec	А
Dive forward angle on exit	acce	30° - 60° Keeping co	urse	В	30° - 60°	Keeping course	В
Cascade occurs	10	No		A	No		A

11. Exiting deep stall (parachutal stall) - 4.1.11 Deep stall achieved		Yes				Yes			
		Spontaneous in less than 3 sec			٨				٨
Recovery		•			A	Spontaneous in less than 3 sec			A
Dive forward angle on exit Change of course		0° - 30° Changing course	less than 15°		A	0° - 30° Changing course	less than 15°		A
Cascade occurs		No			A	No	1000 (11011 40		A
12. High angle of attack recovery - 4.1.12		•							
Recovery		Spontaneous in	ess than 3 sec		А	Spontaneous in	ess than 3 sec		А
Cascade occurs		No			A	No			A
13. Recovery from a developed full stall - 4.1.1	3	110			A	110			A
Dive forward angle on exit	*	0° - 30°			А	0° - 30°			A
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse) Rocking backward		No Less than 45°			A	No Less than 45°			A
Line tension		Most lines tight			A	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14		•							
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
	trim speed, max 50% collapse	< 30	Dive of foil aligie	10 - 40	^	< 30	Dive of foir difgie	10 - 40	^
Re-inflation behavior	speed, % colla	Spontaneous re-	inflation		А	Spontaneous re-	inflation		А
Total change of course	as n 0%	Less than 360°			А	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	trim lax 50°	No No			A	No			A
Cascade occurs	٤ -	No			A	No No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	В
	bse	30 - 100	Sinc or row allight	10 - 40	В	30 9 100	2.00 or row angle	10 - 40	Б
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	inflation		А	Spontaneous re-	inflation		А
Total change of course	n sp	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim ax 75	No			А	No			A
Twist occurs Cascade occurs	É	No No			A	No No			A
		110			A	110		1	A
Change of course until re-inflation	e	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	0° - 15°	А
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	inflation	1	A	Spontaneous re-	inflation		А
	erat % cc		Innation				Innation		
Total change of course Collapse on the opposite side occurs	- 20G	Less than 360° No			A	Less than 360° No			A
Twist occurs	may	No			A	No			A
Cascade occurs		No			А	No	•		А
Change of course until re-inflation	e	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	inflation		А	Spontaneous re-	inflation		А
Total change of course	accelerated x 75% colla	Less than 360°				Less than 360°			
Collapse on the opposite side occurs	acce < 75'	No			A	No			A
Twist occurs	ma:	No			А	No			А
Cascade occurs		No			A	No			A
15. Directional control with a maintained asymptotic Able to keep course straight	metric col					l Vee			
		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		1							
Spin occurs		No			A	No			A
17. Low speed spin tendency - 4.1.17									
Spin occurs		No			А	No			A
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in	less than 90°		А	Stops spinning in	n less than 90°		А
Cascade occurs		No			A	No			A
19. B-line-stall - 4.1.19									
Change of course before release		Changing course	less than 45°		A	Changing course	e less than 45°		A
Behaviour before release		Remains stable	with straight span		А	Remains stable	with straight span		А
Province		Sportonoria	occ then 2		^	Sportenser	oss then 2		^
		Spontaneous in I	ess uidfi 3 Sec		A	Spontaneous in	ess man 3 Sec		A
Recovery		30° - 60°			A	30° - 60° No			A
Dive forward angle on exit		No							
Dive forward angle on exit Cascade occurs		No			A	110			
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20		1	quirod				quired		
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure		Special device re	equired		A	Special device re	equired		A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears		Special device re Stable flight			A A	Special device re Stable flight			A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure		Special device re			A	Special device re			
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears		Special device re Stable flight			A A	Special device re Stable flight			A
Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery		Special device re Stable flight Spontaneous in 3			A A B	Special device re Stable flight Spontaneous in 3			A B
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		Special device re Stable flight Spontaneous in 3	3 to 5 sec		A A B	Special device re Stable flight Spontaneous in 3	3 to 5 sec		A B
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		Special device re Stable flight Spontaneous in 3 0° - 30°	3 to 5 sec		A A B A	Special device re Stable flight Spontaneous in 3 0° bis 30° Special device re	3 to 5 sec		A B A A
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		Special device re Stable flight Spontaneous in : 0° - 30° Special device re Stable flight Recovery throug	3 to 5 sec	ss than a further	A A B A A A	Special device re Stable flight Spontaneous in 3 0° bis 30° Special device re Stable flight	3 to 5 sec		A B A A A
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		Special device re Stable flight Spontaneous in 3 0° - 30° Special device re Stable flight Recovery throug 3 sec	3 to 5 sec	ss than a further	A A B A A A B	Special device re Stable flight Spontaneous in 3 0° bis 30° Special device re Stable flight Spontaneous in 3	3 to 5 sec		A B A A A A
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	ator while	Special device re Stable flight Spontaneous in : 0° - 30° Special device re Stable flight Recovery throug	3 to 5 sec	ss than a further	A A B A A A	Special device re Stable flight Spontaneous in 3 0° bis 30° Special device re Stable flight	3 to 5 sec		A B 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 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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