Manufacturer		Type testing No.	EAPR-GS-7463/11	A A
		Date of testing	29.08.2011	X EAPR'I
Model	Factor 2 L	Location	Schruns	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirm

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

	Minimum take off we	eight	Maximum take off weight			
Testpilot	Tschofen Johannes	-	Anselm Rauh			
Harness	Academy Test Equipment		EAPR Testequipment	Anselm Rauh		
Pilot's take off weight	100 kg		130 kg			

Classification

С



Test-criteria	eria		Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.1.1					
Rising behavior		Smooth, easy and constant rising	А	Overhsoots, must be slowed down to avoid a fro collaps	nt C
pecial take off technique required		No	А	No	А
2. Landing - 4.1.2					
Special landing technique required		No	А	No	А
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes A Yes		Yes	А
Speed range using the controls larger than 10km/h		Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В
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 50cm - 65cm	С	Increasing 50cm - 65cm	С
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 acc	elerated f	light - 4.1.6			
Collapse occurs No		No	А	No	A
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	А	Spontaneous exit	А
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		Rocking back less than 45°	A	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	Li j	0° - 30° Keeping course	А	0° - 30° Keeping course	А
Cascade occurs	-	No	А	No	А
Entry	p	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	accelerated	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	acce	0° - 30° Keeping course	А	0° - 30° Keeping course	А
Cascade occurs	10	No	A	No	A

11. Exiting deep stall (parachutal stall) - 4.1.11 Deep stall achieved		Yes			1	Yes			
				•				•	
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit		0° - 30°		A	30° - 60°	less then 45%		B	
Change of course Cascade occurs		Changing course No	e less than 45°		A	Changing course No	e less than 45°		A
12. High angle of attack recovery - 4.1.12		110				110			
					•				•
Recovery		Spontaneous in I	less than 3 sec		A	Spontaneous in I	ess than 3 sec		A
Cascade occurs	No			А	No			A	
13. Recovery from a developed full stall - 4.1.1	3								
Dive forward angle on exit Collapse		30° - 60°			B A	30° - 60°			B
Conapse Cascade occurs (other than collapse)	1 collapse)		No collapse No			No collapse No			A
Rocking backward		Less than 45°		A A	Less than 45°			A	
Line tension		Most lines tight		А	Most lines tight			A	
14. Asymmetric collapse (trim speed) - 4.1.14									
Change of course until re-inflation	m	< 90°	Dive or roll angle	0° - 15°	А	< 90°	Dive or roll angle	0° - 15°	А
	trim speed, max 50% collapse								
Re-inflation behavior	speed, % colla	Spontaneous re-	inflation		A	Spontaneous re-	inflation		A
Total change of course	trim s x 50%	Less than 360°			А	Less than 360°			А
Collapse on the opposite side occurs	tri lax (No			A	No			A
Twist occurs Cascade occurs	E	No No			A	No No			A
			Dive	15° - 45°			Dive or roll angle	150 450	
Change of course until re-inflation	ose	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	uve or roll angle	15° - 45°	В
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	inflation		А	Inflates in less th	an 3 sec from sta	rt of pilot action	С
Total change of course	speed, % colla	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim x 75	No			A	No			A
Twist occurs	ma	No			А	No			Α
Cascade occurs		No			A	No			A
Change of course until re-inflation	-	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
	l, apse			10 10	~~~~	100		10 10	· · ·
Re-inflation behavior	atec	Spontaneous re-	inflation		А	Spontaneous re-	inflation		A
Total change of course	accelerated, x 50% collap	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	acc ax 5i	No			А	No			A
Twist occurs	accelerated, accelerated, max 75% collapse	No			A	No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior		Spontaneous re-inflation Less than 360° No No			А	Spontaneous re-inflation		A	
Total change of course					A	A No			Α
Collapse on the opposite side occurs									A
Twist occurs Cascade occurs					A	No No			A
15. Directional control with a maintained asymptotic	metric co								
Able to keep course straight		Yes			А	Yes			Α
180° turn away from the collapsed side possible in 10 sec Yes			А	Yes			А		
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		1							
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	less than 90°		А	Stops spinning in	less than 90°		А
Cascade occurs 19. B-line-stall - 4.1.19		No			A	No			A
		Changing course	less than 15°		Δ.	Changing course	less than 15°		^
	Change of course before release Changing course less than 45° Behaviour before release Remains stable with straight span				A	Changing course less than 45° Remains stable with straight span			A
ehaviour before release					Spontaneous in less than 3 sec		A		
		Spontaneous in l	ess than 3 sec	Spontaneous in less than 3 sec					
Recovery			ess than 3 sec		A				A
Recovery Dive forward angle on exit		0° - 30°	ess than 3 sec		A	0° - 30°			
Recovery Dive forward angle on exit Cascade occurs			ess than 3 sec						A
Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20		0° - 30° No			A A	0° - 30° No			A
Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure		0° - 30° No Special device re			A	0° - 30° No Special device re	equired		
Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20		0° - 30° No			A A	0° - 30° No	equired		A
Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure		0° - 30° No Special device re	equired		A A A	0° - 30° No Special device re			A
Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears		0° - 30° No Special device re Stable flight	equired		A A A A	0° - 30° No Special device re Stable flight			A A A A
Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery		0° - 30° No Special device re Stable flight Spontaneous in I	equired		A A A A A	0° - 30° No Special device re Stable flight Spontaneous in I			A A A
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		0° - 30° No Special device re Stable flight Spontaneous in 1 0° - 30°	equired		A A A A A	0° - 30° No Special device re Stable flight Spontaneous in I 0° bis 30°	ess than 3 sec		A A A A A
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		0° - 30° No Special device re Stable flight Spontaneous in I 0° - 30° Special device re	equired		A A A A A A	0° - 30° No Special device re Stable flight Spontaneous in I 0° bis 30° Special device re	ess than 3 sec		A A A A A
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		0° - 30° No Special device re Stable flight Spontaneous in 1 0° - 30°	equired		A A A A A	0° - 30° No Special device re Stable flight Spontaneous in I 0° bis 30°	ess than 3 sec		A A A A A
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		0° - 30° No Special device re Stable flight Spontaneous in I 0° - 30° Special device re	equired less than 3 sec		A A A A A A	0° - 30° No Special device re Stable flight Spontaneous in I 0° bis 30° Special device re	ess than 3 sec equired		A A A A A
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		0° - 30° No Special device re Stable flight Spontaneous in I 0° - 30° Special device re Stable flight	equired less than 3 sec		A A A A A A A	0° - 30° No Special device re Stable flight Spontaneous in I 0° bis 30° Special device re Stable flight	ess than 3 sec equired		A A A A A A
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 Recovery	ator while	0° - 30° No Special device re Stable flight Spontaneous in I 0° - 30° Special device re Stable flight Spontaneous in I	equired less than 3 sec		A A A A A A A A A	0° - 30° No Special device re Stable flight Spontaneous in I 0° bis 30° Special device re Stable flight Spontaneous in I	ess than 3 sec equired		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	А	
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:					
			50% Klapper aufgrund der Leinengeometrie (2 Stammleinen) schwer realisierbar		
			Angelegte Ohren werden sehr groß (Leinengeometrie), wenig Rolldämpfung mit angelegten Ohren		
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