Manufacturer	\sim	Type testing No.	EAPR-GS-7512/12	
		Date of testing	14.01.2011	AEAPR
Model	ION 2 XXS	Location	Schrunz	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirr

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

	Minimum take off weight	Maximum take off weight
Testpilot	Daniela Martin	Hannes Tschofen
Harness	EAPR Equipment	Academy light
Pilot's take off weight	55 kg	75 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, easy and constant rising		А	Smooth, easy 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			Yes A			Yes		
Speed range using the controls larger than 10km/h		Yes		А	Yes		А	
Minimum speed		Less than 25 kr	n/h	A	Less than 25 km/	A		
4. Control movement - 4.1.4								
Max. weight in flight up to 80kg		Increasing	> 55cm	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 less than 30°			A	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		А	No		А	
7. Roll stability and damping - 4.1.7								
Oscillations		Reducing		A	Reducing		A	
8. Stability in gentle spirals - 4.1.8								
Tendency to return to straight flight	Spontaneous e	xit	A	Spontaneous exit	t	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	7	Rocking back le	ess than 45°	А	Rocking back les	s than 45°	А	
Recovery	trim speed	Spontaneous in	less than 3 sec	А	Spontaneous in le	ess than 3 sec	А	
Dive forward angle on exit	Ē	0° - 30°	Keeping course	Α	0° - 30°	Keeping course	A	
Cascade occurs	t	No		A	No		А	
Entry	q	Rocking back le	ess than 45°	A	Rocking back les	s than 45°	A	
Recovery	accelerated	· ·	less than 3 sec	А	Spontaneous in l	ess than 3 sec	А	
Dive forward angle on exit	acce	0° - 30°	Keeping course	A		Keeping course	A	
Cascade occurs	0	No		A	No		А	

11. Exiting deep stall (parachutal stall) - 4.1.11	1									
Deep stall achieved		Yes				Yes				
									^	
Recovery		Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit		0° - 30°			A	0° - 30°			A	
change of course		Changing course No	e less than 45°		A	Changing course No	e less than 45°		A A	
12. High angle of attack recovery - 4.1.12		140			A				A	
		0								
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	3									
Dive forward angle on exit		0° - 30°			A	0° - 30°			A	
Collapse Cascade occurs (other than collapse)		No collapse			A	No collapse No			A A	
Rocking backward		No Less than 45°			A	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	0° - 15°	А	< 90°	Dive or roll angle	0° - 15°	А	
Change of course until re-initation	bse	< 90	Dive of foil aligie	0 - 15	A	< 90	Dive of foil aligie	0 - 15	A	
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-	-inflation		А	Spontaneous re-	-inflation		А	
Total change of course	spe 0% c	Less than 360°			А	Less than 360°			A	
Collapse on the opposite side occurs	trim x 50	No			A	No			A	
Twist occurs	ma	No			Α	No			А	
Cascade occurs		No	T	1	A	No	1	1	A	
Change of course until re-inflation	Φ	90° - 180°	Dive or roll angle	0° - 15°	А	90° - 180°	Dive or roll angle	15° - 45°	В	
	trim speed, max 75% collapse		1	1			I	1		
Re-inflation behavior	peec	Spontaneous re-	-inflation		A	Spontaneous re-	-inflation		A	
Total change of course	,2%	Less than 360°			А	Less than 360°			А	
Collapse on the opposite side occurs	trii ax 7	No			A	No			A	
Twist occurs Cascade occurs	Ë	No No			A	No No			A	
		110			A	110	I		A	
Change of course until re-inflation	Ð	< 90°	Dive or roll angle	0° - 15°	А	< 90°	Dive or roll angle	0° - 15°	А	
	accelerated, max 50% collapse	_								
Re-inflation behavior	accelerated x 50% colla	Spontaneous re-	-inflation		A	Spontaneous re-	Spontaneous re-inflation		A	
Total change of course	cele 50%	Less than 360°			Α	Less than 360°			А	
Collapse on the opposite side occurs	ax 5	No			A	No			A	
Twist occurs	Ë	No			A	No			A	
Cascade occurs		No	I		A	No	1		A	
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	accelerated, max 75% collapse	Spontaneous re-	-inflation		А	Spontaneous re-	-inflation		А	
	accelerated x 75% colla		inidion			Less than 360°				
Total change of course Collapse on the opposite side occurs	ccel 75	Less than 360° No No			A	No No			A A	
Twist occurs	a max				A				A	
Cascade occurs		No			А	No			А	
15. Directional control with a maintained asym	metric col	llapse - 4.1.15								
Able to keep course straight		Yes			А	Yes			A	
180° turn away from the collapsed side possible in	n 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	of the symmetric of	control travel	A		
16. Trim speed spin tendency - 4.1.16										
Spin occurs		No			Α	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 i	in less than 90°		А	Stops spinning i	n less than 90°		А	
						Stops spinning in less than 90°				
Cascade occurs No				A	No			A		
19. B-line-stall - 4.1.19		Changing	a loss than 45%			Changing and	a loss than 45°			
Change of course before release		Changing cours			A	Changing cours			A	
Behaviour before release		Remains stable	with straight span		A	Remains stable with straight span				
Recovery			А	Spontancous :-	less than 2 and		А			
Necovery			iess unan 3 Sec			Spontaneous in less than 3 sec				
		0° - 30°			A	0° - 30°			A	
Dive forward angle on exit		No			A	No			A	
Cascade occurs										
÷		1								
Cascade occurs		Special device re	equired		A	Special device re	equired		А	
Cascade occurs 20. Big ears - 4.1.20		Special device re Stable flight	equired		A	Special device re Stable flight	equired		A	
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears		Stable flight	-		A	Stable flight			A	
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery		Stable flight Spontaneous in	-		A	Stable flight Spontaneous in			A A	
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Stable flight	-		A	Stable flight			A	
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery		Stable flight Spontaneous in	-		A	Stable flight Spontaneous in			A A	
Cascade occurs 20. Big ears - 4.1.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Stable flight Spontaneous in	less than 3 sec		A	Stable flight Spontaneous in	less than 3 sec		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		Stable flight Spontaneous in 0° - 30° Special device re	less than 3 sec		A A A	Stable flight Spontaneous in 0° bis 30° Special device re	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 Behaviour during big ears		Stable flight Spontaneous in 0° - 30° Special device re Stable flight	less than 3 sec		A A A A A	Stable flight Spontaneous in 0° bis 30° Special device re Stable flight	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 Recovery		Stable flight Spontaneous in 0° - 30° Special device ru Stable flight Spontaneous in	less than 3 sec		A A A	Stable flight Spontaneous in 0° bis 30° Special device re Stable flight Spontaneous in	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 Behaviour during big ears Recovery Dive forward angle on exit		Stable flight Spontaneous in 0° - 30° Special device re Stable flight	less than 3 sec		A A A A A	Stable flight Spontaneous in 0° bis 30° Special device re Stable flight	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 Recovery	ator while	Stable flight Spontaneous in 0° - 30° Special device ru Stable flight Spontaneous in	less than 3 sec		A A A A A A	Stable flight Spontaneous in 0° bis 30° Special device re Stable flight Spontaneous in	less than 3 sec		A A A A A A	

22. Behaviour exiting a steep spiral - 4.1.22					
Tendency to return to straight flight	Spontaneous exit	Spontaneous exit A Spontaneous exit			
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery A		А	
23. Alternative means of directional control -	1.1.23				
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:					
Copyright Ralf Antz 2010	This Flig	ht Test Report	was generated automatically and is valid wi	thout signatu	