Manufacturer	\sim	Type testing No.	EAPR-GS-7513/12	The second secon
		Location	Achensee	XEAPR
Model	Prion 2 M	Bad Grönenbach:	13.04.12	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirn

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

	Minimum take off w	eight	Maximum take off weight		
Date of testing	25.03.12		27.03.12		
Testpilot	Hannes Tschofen		Anselm Rauh		
Harness	Academy Test Equipment		EAPR Testequipment	STE	
Pilot's take off weight	90 kg		110 kg		

Classification

Α



st-criteria		40993	Evaluation	40996	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	А	No	A
3. Speeds in straight flight - 4.1.3				•	
Trim speed more than 30km/h		Yes	А	Yes	A
Speed range using the controls larger than 10km/h		Yes	А	Yes	А
Minimum speed		Less than 25 km/h	A	Less than 25 km/h	A
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				
5		Dive forward less than 30°	А	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
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	Α
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn - 4.1.9					
Sink rate after two turns		Up to 12m/s	A	12m/s to 14m/s	A
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	.E	0° - 30° Keeping course	A	0°- 30° Keeping course	A
Cascade occurs	+	No	А	No	А
Entry	g	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
	8	0°- 30° Entering a turn of less than 90°	° A	0° - 30° Keeping course	A
Dive forward angle on exit Cascade occurs	0	No		No	

Deep stall achieved Recovery Dive forward angle on exit Change of course Cascade occurs 12. High angle of attack recovery - 4.1.12 Recovery Cascade occurs 13. Recovery from a developed full stall - 4.1.13 Dive forward angle on exit Collapse Cascade occurs (other than collapse)		Yes Spontaneous in less tha 0°- 30° Changing course less th No			A A A A	Yes Spontaneous in I 0° - 30° Changing course No			A A A A
Dive forward angle on exit Change of course Cascade occurs 12. High angle of attack recovery - 4.1.12 Recovery Cascade occurs 13. Recovery from a developed full stall - 4.1.13 Dive forward angle on exit Collapse		0° - 30° Changing course less th No			A A	0°- 30° Changing course			A A
Change of course Cascade occurs 12. High angle of attack recovery - 4.1.12 Recovery Cascade occurs 13. Recovery from a developed full stall - 4.1.13 Dive forward angle on exit Collapse		Changing course less th No	han 45°		Α	Changing course	e less than 45°		Α
Cascade occurs 12. High angle of attack recovery - 4.1.12 Recovery Cascade occurs 13. Recovery from a developed full stall - 4.1.13 Dive forward angle on exit Collapse		No							
Recovery Cascade occurs 13. Recovery from a developed full stall - 4.1.13 Dive forward angle on exit Collapse									A
Cascade occurs 13. Recovery from a developed full stall - 4.1.13 Dive forward angle on exit Collapse		0							
13. Recovery from a developed full stall - 4.1.13 Dive forward angle on exit Collapse		Spontaneous in less that	an 3 sec		А	Spontaneous in I	ess than 3 sec		А
Dive forward angle on exit Collapse		No			A	No			A
Collapse	3	-							
		0° - 30°			А	0°- 30°			A
		No collapse No			A	No collapse No			A
Rocking backward		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	ose	< 90° Dive o	or roll angle	0°- 15°	А	< 90°	Dive or roll angle	0°- 15°	А
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation	n		А	Spontaneous re-	inflation		А
Total change of course	trim speed, x 50% colla	Less than 360°		A	Less than 360° No			A	
Collapse on the opposite side occurs	trir ax 5	No						Α	Α
Twist occurs Cascade occurs	E	No No			A	No No			A
			or roll angle	15°- 45°		< 90°	Dive or roll angle	15° - 45°	
Change of course until re-inflation	trim speed, max 75% collapse		÷	15°- 45°	A		Ţ	15° - 45°	A
Re-inflation behavior	trim speed, < 75% colla	Spontaneous re-inflation	11		A	Spontaneous re-inflation			A
Total change of course	rim s 75%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	tı nax	No No			A	No No			A
Cascade occurs	-	No			A	No			A
Change of course until re-inflation	e	< 90° Dive o	or roll angle	0°- 15°	А	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-inflation			А	Spontaneous re-	inflation		A
Total change of course	elera 2% c	Less than 360°			A	Less than 360°			Α
Collapse on the opposite side occurs	aco ax 5(No			A	No			А
Twist occurs Cascade occurs	Ë	No No			A	No No			A
Change of course until re-inflation	Θ		or roll angle	15°- 45°	A	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-inflation	n		А	Spontaneous re-	inflation		A
Total change of course	elera 5% c	Less than 360°			A	Less than 360°			Α
Collapse on the opposite side occurs	aco ax 7!	No			A	No			А
Twist occurs Cascade occurs	Ë	No No			A	No No			A
15. Directional control with a maintained asymm	netric col				A	NO			A
Able to keep course straight		Yes			A	Yes			А
180° turn away from the collapsed side possible in			А	Yes			А		
Amount of control range between turn and stall or spin More than 50% of the symmetric control travel		А	More than 50% of	f the symmetric c	ontrol 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			A	No			A
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in less the	han 90°		А	Stops spinning ir	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 th	han 45°		Α	Changing course	e less than 45°		А
Behaviour before release		Remains stable with straight span			А	Remains stable with straight span			А
Recovery		Spontaneous in less than 3 sec			А	Spontaneous in less than 3 sec			А
Dive forward angle on exit Cascade occurs		0°- 30° No			A A	0°-30° No			A A
20. Big ears - 4.1.20		1							
Entry procedure		Special device required			А	Special device re	quired		А
Behaviour during big ears		Stable flight		A	Stable flight			A	
Recovery Spontaneous in less than 3 sec		А	Spontaneous in I	ess than 3 sec		A			
		0° - 30°			А	0° bis 30°			А
Dive forward angle on exit									
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21		Entry procedure Special device required		A	Special device re	quired		A	
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure									
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21		Special device required Stable flight			Α	Stable flight			A
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure					A A	Stable flight Spontaneous in I	ess than 3 sec		A
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					ess than 3 sec		
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery	tor while	Stable flight Spontaneous in less that			А	Spontaneous in I	ess than 3 sec		А

Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	А	A Less than 720°, spontaneous recovery	
23. Alternative means of directional control -	4.1.23		•	
180° turn achievable in 20 sec	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configure	ration 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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