Manufacturer	\sim	Type testing No.	EAPR-GS-7680/13	
		Location	Altaussee / Lenggries	
Model	SusiQ 18	Bad Grönenbach:	04.03.13	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirn

EAPR GmbH - Marktstr. 11 - D-87730 Bad Grönenbach - Germany

	Minimum take off wei	ight	Maximum take off weight		
Date of testing	25.12.12		14.11.12		
Testpilot	Sepp Bauer		Hannes Tschofen	6	
Harness	Academy Light Equipment		Academy Test Equipment		
Pilot's take off weight	60 kg	Class	90 kg		

Classification

В



st-criteria		41268	Evaluation	41227	Evaluation
1. Inflation / take-off - 4.1.1					
Rising behavior	ig behavior		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	А	Yes	А
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	Increasing > 60cm	А
Max. weight in flight greater than 100kg			-		-
5. Pitch stability exiting accelerated flight - 4.1.	.5				•
Dive forward angle on exit	Dive forward angle on exit		А	Dive forward less than 30°	А
Collapse occurs		No	А	No	А
6. Pitch stability operating controls during acce	elerated fl	ight - 4.1.6			
Collapse occurs No		No	А	No	A
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 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°	А	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	.Ë	0° - 30° Keeping course	А	0° - 30° Keeping course	А
Cascade occurs	tı	No	А	No	А
Entry	q	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	cce	0° - 30° Keeping course	А	0° - 30° Keeping course	А
Cascade occurs	D	No	А	No	A
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		
Recovery Dive forward angle on exit		Spontaneous in less than 3 sec 0° - 30°			A	0° - 30°			A
Change of course		Changing course	less than 45°		A	0° - 30° Changing course less than 45°			A
Cascade occurs		No			А	No			A
12. High angle of attack recovery - 4.1.12		1							
Recovery		Spontaneous in le	ess than 3 sec		A	Spontaneous in	less than 3 sec		A
Cascade occurs		No			А	No			А
13. Recovery from a developed full stall - 4.1.1	3	30° - 60°				000 000			_
Dive forward angle on exit Collapse		No collapse			B A	30° - 60° No collapse			B A
Cascade occurs (other than collapse)		No			Α	No			Α
Rocking backward Line tension		Less than 45° Most lines tight			A	Less than 45° Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14		Woot inteo tight				West lines light			
Change of course until re-inflation		< 90°	Dive or roll angle	0° - 15°	А	< 90°	Dive or roll angle	0° - 15°	А
	trim speed, max 50% collapse		-	0 10	,,	100		0 10	,,
Re-inflation behavior	peed	Spontaneous re-i	nflation		A	Spontaneous re-	inflation		A
Total change of course	im sl 50%	Less than 360°			A A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	tr	No	No No			No No			A
Cascade occurs	_	No			A A	No	-		A
Change of course until re-inflation	Φ	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-i	nflation		^	Spontaneous re-	inflation		^
	trim speed, < 75% colla	· ·	mauon		A		milauUli		A
Total change of course Collapse on the opposite side occurs	trim c 75%	Less than 360° No			A	Less than 360° No			A A
Twist occurs	ma	No			А	No			А
Cascade occurs		No			А	No			A
Change of course until re-inflation	se	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	ated, collap	Spontaneous re-inflation			А	Spontaneous re-inflation			А
Total change of course	xelera 0% o	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	accelerated, max 50% collapse	No			A	No			A
Twist occurs Cascade occurs	E	No No			A	No No			A 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
Total change of course	celer '5%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	ac lax 7	No No			A	No No			A A
Cascade occurs	u	E No No		A	No			A	
15. Directional control with a maintained asymr	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	or spin More than 50% of the symmetric control travel		А	More than 50% of	of the symmetric c	ontrol travel	А		
16. Trim speed spin tendency - 4.1.16									
Spin occurs		No			A	No			A
17. Low speed spin tendency - 4.1.17 Spin occurs		No			Α	No			A
18. Recovery from a developed spin - 4.1.18		1			~				~
Spin rotation angle after release		Stops spinning in	less than 00°		А	Stops spinning i	n less than 00°		А
Cascade occurs		Stops spinning in less than 90° No				No	000 (nan 30		
19. B-line-stall - 4.1.19					A				A
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			A	Remains stable with straight span			A
Recovery		Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A
Dive forward angle on exit	Dive forward angle on exit		0° - 30°			0° - 30°			A
Cascade occurs		No			A	No			A
20. Big ears - 4.1.20									
Entry procedure		Standard techniq	ue		A	Special device re	equired		A
Behaviour during big ears		Stable flight			A	Stable flight			A
Recovery S		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			А	
Dive forward angle on exit		0° - 30°			A	0° bis 30°			A
21 Big Ears in accelerated flight 4.1.21									
21. Big Ears in accelerated flight - 4.1.21				Entry procedure Special device required		Special device re	auired		A
Entry procedure			quired		A				
		Special device real	quired		A	Stable flight			Α
Entry procedure							·		A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Stable flight			A	Stable flight	·		
Entry procedure Behaviour during big ears Recovery	tor while	Stable flight Spontaneous in le			A A	Stable flight Spontaneous in	·		А

Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	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	А	No	А
24. Any other flight procedure and/or configu	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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