Manufacturer		Type testing No.	EAPR-GS-7331/10
		Date of testing	1821.08.2010
Model	Mentor 2 S	Location	Achensee + Schruns



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

	Minimum take off we	eight	Maximum take off weight			
Testpilot	Mike Küng		Tschofen Johannes			
Harness	Academy Equipment	- E	Academy Test Equipment	4		
Pilot's take off weight	80 kg		100 kg			





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	А	No	А
2. Landing - 4.1.2					
Special landing technique required		No	Α	No	Α
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes	Α	Yes	Α
Speed range using the controls larger than 10km/h	1	Yes	А	Yes	Α
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
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 less than 30°	А	Dive forward less than 30°	Α
ollapse occurs		No A No		No	Α
6. Pitch stability operating controls during acce	elerated fl	ght - 4.1.6			
Collapse occurs		No	Α	No	Α
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	A	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	Ξ	30° - 60° Keeping course	В	30° - 60° Keeping course	В
Cascade occurs	-	No	Α	No	Α
Entry	g	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	ate	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	accelerated	30° - 60° Keeping course	В	30° - 60° Keeping course	В
Cascade occurs	Ö	No	А	No	Α

Teacher country   Teacher co	44 Fultime door stell (nearshytel stell) 4444									
Secondary   Seco	11. Exiting deep stall (parachutal stall) - 4.1.11  Deep stall achieved Yes				Ves					
Description of the property						^				Δ.
Company Command   Command Co	•		· ·	iess than 3 sec			· ·	•		
Table Service   Table Servic				a less than 45°				a less than 45°		
Secretary   Separation   Sepa							5 1633 triair 43			
No.   A	12. High angle of attack recovery - 4.1.12									
No.   A	Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		А
13. Processory from a developed filt stall -4.13   20 cm forward and part on earth of Collapse	·		·				· ·			
Decolation of the color of th		3	INO			А	INO			A
Calcipace Consider John Colleges   March Continge   March Colleges   March	'		30° - 60°			В	30° - 60°			В
			No collapse							
Mode										
14. Agreement contains until n-estation   2007   2007   2007   1507   40   500   507   507   40   500   507   507   500   507   50										
Re-inflation behavior  Total charage of course counting re-inflation  To	14. Asymmetric collapse (trim speed) - 4.1.14									
Re-inflation behavior  Total charage of course counting re-inflation  To	Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	Λ	< 90°	Dive or roll angle	0° - 15°	Λ
A	Change of course until re-initiation	pse	<u> </u>	Dive of foil angle	13 - 43	^	<b>\ 30</b>	Dive of foil angle	0 - 15	^
A	Re-inflation behavior	Seed	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
A	Total change of course	trim spe max 50% c	Less than 360°			А	Less than 360°			Α
A										
Re-Inflation behavior		E								
Re-inflation behavior				Dive or roll angle	15° - 45°			Dive or roll angle	15° - 45°	
No	onange of course until re-inhadon	, ipse	L 30	5.70 or row arrigite	13 - 45	A	30 - 100	5.70 or ron arrigie	10 - 40	Б
No	Re-inflation behavior	colla	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
No	Total change of course	n sp	Less than 360°			А	Less than 360°			Α
No		ax 7								
Change of course until re-inflation		Ě								
A   Spontaneous re-inflation   A   No   No   A   No   No   A   No   No	Cascade occurs		140	1	ı	A	140	1		A
No	Change of course until re-inflation	se	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α
No	Re-inflation behavior	ated,	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
No	Total change of course	seler %0%	Less than 360°			А	Less than 360°			Α
No		acc ax 5								
Page of course until re-inflation   Page   90° - 180°   Descripting   15° - 45°   B   90° - 180°   Descripting   15° - 45°   B   Page of the page of		٤								
Spontaneous re-inflation   A   Spontaneous re-inflation   A   Spontaneous re-inflation   A   Total change of course   Spontaneous re-inflation   A   Less than 360°   A   Less than 360°   A   No   A				Discount of the sector	150 150			Discount of the sector	150 150	
Cascade occurs   No   A   No   A    All 180" turn away from the collapsed side possible in 10 sec    Amount of control with a maintained asymmetric collapsed side possible in 10 sec    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Boha cocurs   No   A   No   A    Amount of control range between turn and stall or spin   A    Cascade occurs   No   A   No   A    A   No   A    A   Stops spinning in less than 90°   A    A   Stops spin	Change of course until re-inhalion	d, apse	90 - 160	Dive or roll angle	15 - 45	Ь	90 - 160	Dive or roll angle	15 - 45	В
Cascade occurs   No   A   No   A    All 180" turn away from the collapsed side possible in 10 sec    Amount of control with a maintained asymmetric collapsed side possible in 10 sec    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Boha cocurs   No   A   No   A    Amount of control range between turn and stall or spin   A    Cascade occurs   No   A   No   A    A   No   A    A   Stops spinning in less than 90°   A    A   Stops spin		erate c coll	·	-inflation		Α	· ·	-inflation		Α
Cascade occurs   No   A   No   A    All 180" turn away from the collapsed side possible in 10 sec    Amount of control with a maintained asymmetric collapsed side possible in 10 sec    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Boha cocurs   No   A   No   A    Amount of control range between turn and stall or spin   A    Cascade occurs   No   A   No   A    A   No   A    A   Stops spinning in less than 90°   A    A   Stops spin		cele 75%								
Cascade occurs   No   A   No   A    All 180" turn away from the collapsed side possible in 10 sec    Amount of control with a maintained asymmetric collapsed side possible in 10 sec    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Amount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A    Boha cocurs   No   A   No   A    Amount of control range between turn and stall or spin   A    Cascade occurs   No   A   No   A    A   No   A    A   Stops spinning in less than 90°   A    A   Stops spin		a nax								
Able to keep course straight Yes A Yes A Yes A Yes A No 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 More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A No	Cascade occurs	_	No				No			
180° turn away from the collapsed side possible in 10 sec Yes A Yes A A Yes A A More than 50% of the symmetric control travel A No A More than 50% of the symmetric control travel A No A More than 50% of the symmetric control travel A No A No A More than 50% of the symmetric control travel A No A More than 50% of the symmetric control travel A No A More than 50% of the symmetric control travel A No A More than 50% of the symmetric control travel A No A N	15. Directional control with a maintained asymr	netric col	lapse - 4.1.15							
A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A No A N	Able to keep course straight		Yes			Α	Yes			Α
Spin occurs No A No A No A  17. Low speed spin tendency - 4.1.17  Spin occurs No A No A No A  18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A Stops spinning in less than 90° A No A  18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release Stops spinning in less than 90° A No A  19. B-line-stall - 4.1.19  Spin-estall - 4.1.19  A	180° turn away from the collapsed side possible in 10 sec		Yes			Α	Yes			Α
Spin occurs No A No A No A  17. Low speed spin tendency - 4.1.17  Spin occurs No A No A No A  18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A  19. B-line-stall - 4.1.19  Thank-stall - 4.1.19  Spin occurs A No A No A No A  Behaviour before release Changing course less than 45° A Changing course less than 45° A Remains stable with straight span A Recovery A No A Recovery A Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5 sec A Spontan	Amount of control range between turn and stall or spin		More than 50% of the symmetric control travel			Α	More than 50% of the symmetric control travel			Α
17. Low speed spin tendency - 4.1.17 Spin occurs No A No A No A  18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A  19. B-line-stall - 4.1.19  Change of course before release Changing course less than 45° A Changing course less than 45° A  Behaviour before release Remains stable with straight span A Remains each occurs No A No	16. Trim speed spin tendency - 4.1.16									
Spin occurs  No A No	Spin occurs		No			А	No			Α
18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release  Stops spinning in less than 90°  A Stops spinning in less than 90°  A No  A No  A No  A No  A 19. Brine-stall - 4.1.19  Change of course before release  Changing course less than 45°  A Changing course less than 45°  A Remains stable with straight span  A No  Boby to roward angle on exit  O° - 30°  A No  A No  A No  A No  A No  A No  A Special device required  A Special device required  A Special device required  A Spontaneous in 3 to 5 sec  B Spontaneous in 3 to 5 sec  A Special device required  A Special device required  A Special device required  A Spontaneous in 3 to 5 sec			La				Lvi			
Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A No A No A No A No A 19. B-line-stall -4.1.19  Change of course before release Changing course less than 45° A Changing course less than 45° A Remains stable with straight span A Recovery Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec Stable flight A	•		No			A	No			A
Cascade occurs No A No A No A 19. B-Inne-stall - 4.1.19 Change of course before release Changing course less than 45° A Remains stable with straight span A Recovery Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5 sec A Spontaneous i							1.			
19. B-line-stall - 4.1.19  Change of course before release Changing course less than 45° A Changing course less than 45° A Behaviour before release Remains stable with straight span A Recovery Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5 sec B Dive forward angle on exit 0° - 30° A No A Cascade occurs No A No A No A  20. Big ears - 4.1.20  Entry procedure Special device required A Special device required A Behaviour during big ears Stable flight A Stable flight A Recovery Spontaneous in 3 to 5 sec B  Dive forward angle on exit 0° - 30° A 0° bis 30° A  21. Big Ears in accelerated flight - 4.1.21  Entry procedure Special device required A Special device required A Behaviour during big ears Stable flight A Stable flight A  21. Big Ears in accelerated flight - 4.1.21  Entry procedure Special device required A Special device required A Behaviour during big ears Stable flight A Stable flight A  24. Big Ears in accelerated flight - 4.1.21  Entry procedure Special device required A Special device required A Behaviour during big ears Stable flight A Stable flight A  Recovery Spontaneous in 3 to 5 sec A  Dive forward angle on exit 0° - 30° A  Dive forward angle on exit 0° - 30° A  Dive forward angle on exit 0° - 30° A  Dive forward angle on exit 0° - 30° A  Dive forward angle on exit 0° - 30° A  Dive forward angle on exit 0° - 30° A  Stable flight A  Stable flight A						Α	Stops spinning in	n less than 90°		Α
Change of course before release  Changing course less than 45° A Changing course less than 45° A Remains stable with straight span A No			No			А	No			Α
Behaviour before release  Remains stable with straight span  A Remains stable with st			Low	. 1			Louis	. 1		
Recovery  Spontaneous in 3 to 5 sec  B Spontaneous in 3 to 5 sec  A O° - 30°  A No A No A No A No A No A Special device required  A Special device required  A Special device required  A Stable flight  A Special device required  A Stable flight			0 0							
Dive forward angle on exit  O°-30°  No  A  O°-30°  A  No  A  No  A  O°-30°  A  No  A  20. Big ears - 4.1.20  Entry procedure  Special device required  A  Special device required  A  Special device required  A  Stable flight  A  Stable flight  A  21. Big Ears in accelerated flight - 4.1.21  Entry procedure  Special device required  A			- '			<u> </u>				
Cascade occurs No A No A No A No A 20. Big ears - 4.1.20  Entry procedure Special device required A Special device required A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 se	•		· ·	•			•			
20. Big ears - 4.1.20  Entry procedure Special device required A Special device required A Special device required A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5 sec A Spont										
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Recovery Spontaneous in 3 to 5 sec B Spontaneous in 3 to 5 sec B  Dive forward angle on exit 0° - 30° A 0° bis 30° A  21. Big Ears in accelerated flight - 4.1.21  Entry procedure Special device required A Special device required A  Behaviour during big ears Stable flight A Stable flight A  Recovery Spontaneous in 3 to 5 sec A  Dive forward angle on exit 0° - 30° A 0° bis 30° A  Behaviour immediately after releasing the accelarator while Stable flight A	Entry procedure		Special device re	equired		Α	Special device re	equired		А
Dive forward angle on exit  0° - 30°  A 0° bis 30°  A  21. Big Ears in accelerated flight - 4.1.21  Entry procedure  Special device required  A Special device required  A Special device required  A Stable flight  A Stable flight  A Special device required  A Special device required  A Special device required  A Special device required  A Stable flight  A Stable flight  A Special device required  A Special device required  A Stable flight  A Stable flight  A Special device required  A Special device required  A Stable flight  A Special device required  A Stable flight	Behaviour during big ears		· ·		А	Stable flight			Α	
Dive forward angle on exit  0° - 30°  A 0° bis 30°  A  21. Big Ears in accelerated flight - 4.1.21  Entry procedure  Special device required  A Special device required  A Special device required  A Stable flight  A Stable flight  A Special device required  A Special device required  A Special device required  A Special device required  A Stable flight  A Stable flight  A Special device required  A Special device required  A Stable flight  A Stable flight  A Special device required  A Special device required  A Stable flight  A Special device required  A Stable flight	Recovery		Spontaneous in 3							В
21. Big Ears in accelerated flight - 4.1.21  Entry procedure Special device required A Special device required A Special device required A Stable flight A Stable flight A Recovery Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit 0°-30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while Stable flight A Stable flight A Stable flight A	•						·			
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Behaviour during big ears  Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit  0° - 30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while Stable flight A Stable flight A Stable flight A			Special device re	equired		Α	Special device re	equired		Α
Recovery Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A  Dive forward angle on exit 0° - 30° A 0° bis 30° A  Behaviour immediately after releasing the accelarator while Stable flight A Stable flight					*					
Dive forward angle on exit  0° - 30°  A  0° bis 30°  A  Stable flight  A  Stable flight			·	-						
Behaviour immediately after releasing the accelarator while Stable flight A Stable flight A Stable flight	•		·							
		tor while	,							
		**********************************	Stable flight			Α	Stable flight			Α

22. Behaviour exiting a steep spiral - 4.1.22				
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
23. Alternative means of directional control - 4	4.1.23			
180° turn achievable in 20 sec	Yes	А	Yes	Α
Stall or spin occurs	No	Α	No	Α
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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