Manufacturer	\sim	Type testing No.	EAPR-GS-7663/13	
		Location	Lenggries	XEAPR
Model	Mentor 3 XS	Bad Grönenbach:	16.02.13	Musterprüfstelle

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

	Minimum take off w	veight	Maximum take off weight		
Date of testing	14.02.13		15.01.13		
Testpilot	Sepp Bauer		Hannes Tschofen	1	
Harness	Academy Test Equipment		Academy Test Equipment		
Pilot's take off weight	70 kg	Clar	90 kg		

Classification

В



Test-criteria	criteria		Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.1.1					
sing 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	А
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg	ax. weight in flight 80 to 100kg		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°	A	Dive forward less than 30°	А
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during acc	elerated f	light - 4.1.6			
Collapse occurs		No	A	No	A
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	А	Reducing	A
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	Α
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		0° - 30° Keeping course	А	0° - 30° Keeping course	А
Cascade occurs	t	No	A	No	A
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	A
			D	30° - 60° Entering a turn of less than 90°	В
Dive forward angle on exit Cascade occurs	acce	30° - 60° Keeping course No	B	No	A

Deep stall achieved		Yes				Yes			
Recovery	Spontaneous in less than 3 sec		А	Spontaneous in less than 3 sec			А		
Dive forward angle on exit		Spontaneous in less than 3 sec 0° - 30°			A	Spontaneous in less than 3 sec 0° - 30°			A
Change of course		Changing course	e less than 45°		A	Changing course	e less than 45°		A
Cascade occurs		No			А	No			A
12. High angle of attack recovery - 4.1.12		1							
Recovery		Spontaneous in I	ess than 3 sec		A	Spontaneous in	less than 3 sec		A
Cascade occurs		No			А	No			Α
13. Recovery from a developed full stall - 4.1.13	3					000 000			_
Dive forward angle on exit Collapse		0° - 30° No collapse			A A	30° - 60° No collapse			B A
Cascade occurs (other than collapse)		No			A	No			А
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		West lines light				woot who tight			
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	100		0 10	~~~~~	100		0 10	
Re-inflation behavior	peed	Spontaneous re-	inflation		A	Spontaneous re-	inflation		A
Total change of course	im sl 50%	Less than 360°			A	Less than 360°	A		
Collapse on the opposite side occurs Twist occurs	tr	No No			A	No No			A
Cascade occurs	-	No			A	No			A
Change of course until re-inflation	Θ	< 90°	Dive or roll angle	15° - 45°	А	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	inflation	L	^	Spontaneous re-	inflation	l	^
	spee % col		mauoli		A		millauUII		A
Total change of course Collapse on the opposite side occurs	trim < 75%	Less than 360° No			A	Less than 360° No			A
Twist occurs	ma	No			А	No			А
Cascade occurs		No			А	No			А
Change of course until re-inflation	ose	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-inflation			А	Spontaneous re-inflation			А
Total change of course	elera 0% o	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	acc ax 5	No			A	No			A
Twist occurs Cascade occurs	E	No No			A	No No			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°			А	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	ac Tax 7	No No			A	No No			A A
Cascade occurs	ב د	No No		A	No			A	
15. Directional control with a maintained asymn	netric col								
Able to keep course straight		Yes			A	Yes			A
80° turn away from the collapsed side possible in 10 sec		Yes			A	Yes			A
Amount of control range between turn and stall or	d stall or spin More than 50% of the symmetric control travel		А	More than 50% of	of the symmetric c	control 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			А	No			A
18. Recovery from a developed spin - 4.1.18		<u> </u>							~
Spin rotation angle after release		Stops spinning in	less than 90°		А	Stops spinning i	n less than 90°		А
Cascade occurs		Stops spinning in less than 90° No			A	No			A
19. B-line-stall - 4.1.19		1			A				A
Change of course before release		Changing course	e less than 45°		А	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	30° - 60° No			A
20. Big ears - 4.1.20					A				A
		Special device re	auired		А	Special device re	equired		А
Entry procedure									
Behaviour during big ears		Stable flickt	Recovery through pilot action in less than a further		A	Stable flight			A
		Stable flight Recovery through	h pilot action in le	ess than a further	D	Spontone	Spontaneous in less than 3 sec		
Recovery		Recovery through 3 sec	h pilot action in le	ss than a further	В		less than 3 sec		
Recovery Dive forward angle on exit		Recovery through	h pilot action in le	ess than a further	B	Spontaneous in 0° bis 30°	less than 3 sec		A
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21		Recovery through 3 sec 0° - 30°	·	ess than a further	A	0° bis 30°			
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure		Recovery through 3 sec 0° - 30° Special device re	·	ess than a further	A	0° bis 30° Special device re			A
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears		Recovery through 3 sec 0° - 30° Special device re Stable flight	quired		A A A	0° bis 30° Special device re Stable flight	equired		A A
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery		Recovery through 3 sec 0° - 30° Special device re Stable flight Recovery through 3 sec	·		A A A	0° bis 30° Special device re Stable flight Spontaneous in	equired		A
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	tor ub"-	Recovery through 3 sec 0° - 30° Special device re Stable flight Recovery through	quired		A A A	0° bis 30° Special device re Stable flight	equired		A A
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery	tor while	Recovery through 3 sec 0° - 30° Special device re Stable flight Recovery through 3 sec	quired		A A A B	0° bis 30° Special device re Stable flight Spontaneous in	equired		A A A

Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
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 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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