## FTR - Flight Test Report

Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht auszugsweise, vervielfältigt werden.

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0511/16
	Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	serial number	Proto
Model	Poison X-Alps S	Leastion	Gardasee
		Location	Gardasee



Rev. 2.3 - 26.11.2014 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing	16.03.2016	Minimum take off weight 85 kg			Maximum take off weight 105 kg			
Testpilot		Johannes Tschofen			Anselm Rauh			
Harness		EAPR Equipment			EAPR light			
Pilot's take off weigh	it	85	kg		106	kg		





Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1					
Rising behavior		Easy rising, some pilot correction is required	В	Easy rising, some pilot correction is required	В
Special take off technique required		No	А	No	Α
2. Landing - 4.4.2					•
Special landing technique required		I No	Α	No	A
3. Speeds in straight flight - 4.4.3		1	, ,,		
Trim speed more than 30km/h		Yes	A	Yes	l A
Speed range using the controls larger than 10km	/h	Yes	A	Yes	A
Minimum speed		25 km/h to 30 km/h	В	25 km/h to 30 km/h	В
4. Control movement - 4.4.4		25 MAN TO GO MAN	, D	20 Millio de Millio	
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg			-		-
Max. weight in flight greater than 100kg		Increasing 35cm - 50cm	D	Increasing 35cm - 50cm	D
5. Pitch stability exiting accelerated flight - 4.	4.5				
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during ac	celerated f	light - 4.4.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	Α	Reducing	А
8. Stability in gentle spirals - 4.4.8					•
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour exiting a fully developed spiral of	dive - 4.4.9		, ,,		, ,,
Initial response of glider (first 180°)		No immediate reaction	В	Immediate reduction of rate in turn	Α
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight		1080° to 1440°, spontaneous recovery	С	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse - 4.4.10					
Folding lines used		Yes	D	Yes	D
Entry	30%	Rocking back less than 45°	Α	Rocking back less than 45°	A
Recovery	€~ peeds	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	ii.	30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of 90° to 180°	С
Cascade occurs		No Assistant Assistant Assis	A	No	A
Recovery	2 > 50%	Rocking back less than 45°  Spontaneous in 3 to 5 sec	A B	Rocking back less than 45°  Spontaneous in 3 to 5 sec	A B
<u> </u>	sbeed	•			C
Dive forward angle on exit  Cascade occurs	- ij	30° - 60° Entering a turn of 90° to 180°  No	C A	30° - 60° Entering a turn of 90° to 180°  No	A
Entry	%	Rocking back greater than 45°	Ĉ	Rocking back greater than 45°	Ĉ
Recovery	%09 < pat	Recovery through pilot action in less than a further 3 sec		Recovery through pilot action in less than a further 3 sec	
Dive forward angle on exit	ccele rated >	30° - 60° Entering a turn of 90° to 180°	С	30° - 60° Entering a turn of 90° to 180°	С
Cascade occurs	acc	No	Ā	No	A
11. Exiting deep stall (parachutal stall) - 4.4.1	1				
Deep stall achieved		Yes		Yes	
Recovery		Spontaneous in 3 to 5 sec	С	Spontaneous in 3 to 5 sec	С
Dive forward angle on exit		30° - 60°	В	0° - 30°	Α
Change of course		Changing course 45° or more	С	Changing course less than 45°	Α
Cascade occurs		No.	Α	No	Α

Flight Test Report - Musterprüfnummer: EAPR-GS-0511/16 Seite 1 von 2

Special Content of the Content of	12. High angle of attack recovery - 4.4.12										
December on a Servingor find stall - 4.4.13   December of the st			Spontaneous in 3 to 5 sec			С	Spontaneous in 3 to 5 sec			С	
1. Recovery from a developed usual - 4.4.13	*		·			_	· ·			A	
College			1.10				110				
Description of the metalogies)   Not   Less than 45   Less than 45   Less than 45   Less than 55   Less than										В	
										A	
1. A principate (principate										A	
Part	Line tension		Most lines tight			Α				Α	
Clarge of course until re-initiation  Re-initiation behavior  Re-initiation behavior  Categor of course course course course course of the opposite side course.  Charge of course until re-initiation  Re-initiation behavior  Re-initiation behavior  Re-initiation behavior  Re-initiation behavior  Re-initiation behavior  Charge of course until re-initiation  Categor of course  College on the opposite code course  No.			Tu				T				
Fire-inflation between the control of the control o				1				T .	I	D	
Cescade account of the company of counts of the control of the con	Change of course until re-inflation	ose	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α	
Cescade account of the company of counts of the control of the con	Re-inflation behavior	sed,	Inflates in less th	han 3 sec from sta	art of pilot action	С	Spontaneous re	-inflation		Α	
Cescade account of the company of counts of the control of the con	Total change of course	0% u				Α	Less than 360°			Α	
Cescade account of the company of counts of the control of the con		tri nax 5						A			
Re-inflation behavior Colleges on the opposite side occurs Triated intering of course Colleges on the opposite side occurs Triated intering of course Colleges on the opposite side occurs Triated forming of course Colleges on the opposite side occurs Triated forming of course Colleges on the opposite side occurs Triated forming of course Colleges on the opposite side occurs Triated forming of course Triate		_								A	
Re-irritation behavior Total changes of course cour		_	90° - 180°	Dive or roll angle	15° - 45°			Dive or roll angle	15° - 45°	В	
Crange of course until re-inflation  Feed refusion between Crange of course  Change of course until re-inflation  Change of course until re-inflation  Change of course  No  A No  A No  A No  A No  Change of course  Change of course  Change of course  No  A No  A No  A No  No  No  No  A No  No  No  No  A No  No  No  A No  No  No  No  No  A No  No  No  No  No  No  A No		apse				_				_	
Crange of course until re-inflation  Feed refusion between Crange of course  Change of course until re-inflation  Change of course until re-inflation  Change of course  No  A No  A No  A No  A No  Change of course  Change of course  Change of course  No  A No  A No  A No  No  No  No  A No  No  No  No  A No  No  No  A No  No  No  No  No  A No  No  No  No  No  No  A No		beed coll		han 3 sec from sta	art of pilot action			-inflation		Α	
Charge of course until re-inflation  Final charge of course countil re-inflation  Charge of course course  Charge of course countil re-inflation  Charge of course course  Charge of course course  Charge of course straingst  Ves  A No  A No  A No  A No  Charge of course straingst  Ves  A Ves  A Ves  A Ves  A No  No  A No		nim s 75%						A			
Charge of course until re-inflation  Re-inflation behavior  Total charge of course  Charge of course until re-inflation  C		t max					No			A	
Inflates in less than 3 sec from start of pixel action   C   Sportaneous re-inflation   Less than 30°	Cascade occurs		No			Α	No		Α		
Inflates in less than 3 sec from start of pixel action   C   Sportaneous re-inflation   Less than 30°	Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	15° - 45°	В	
Change of course until re-initation  Ohange of course until re-initation  Ohange of course until re-initation  Total change of course  Colligate on the popular side occurs  Twist occur		d, apse							L		
Change of course until re-initation  Ohange of course until re-initation  Ohange of course until re-initation  Total change of course  Colligate on the popular side occurs  Twist occur		erate 5 coll		han 3 sec from sta	art of pilot action	_		-inflation		Α	
Change of course until re-initation  Ohange of course until re-initation  Ohange of course until re-initation  Total change of course  Colligate on the popular side occurs  Twist occur	ŭ	ccele 50%								A	
Change of course unit re-inflation  Por 180"  Reviet a proposition of the symmetric control stand of pilot action  College on the proposite side occurs  Total change of course  College on the proposite side occurs  Twist occurs  Total change of course  College on the proposite side occurs  Twist		max								A	
Inflates in less than 3 sec from start of pilot action   Collapse or the position side occurs   Collapse of side possible in 10 sec					1					A	
Caseade occurs   No	Change of course until re-inflation	99	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С	
Cascade occurs   No	Re-inflation behavior	ed, llaps	Inflates in less th	han 3 sec from st	art of pilot action	С	Inflates in less t	han 3 sec from sta	art of pilot action	С	
Caseade occurs   No		slerat % cc	Less than 360°			_	Less than 360°			A	
Cascade occurs   No		ассе іх 75								A	
15. Directional control with a maintained asymmetric collapse - 4.4.15 Able to keep course straight Yes A Yes A Yes Anount of control range between turn and stall or spin More than 50% of the symmetric control travel 16. Trim speed spin tendency - 4.4.16 Spin occurs No A No A No 17. Low speed spin tendency - 4.4.17 Spin occurs No A No A No 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 1		E S	No						A		
Abite to keep course straight  180" turn away from the collapsed side possible in 10 sec  180" turn away from a developed spin -4.4.18  180" turn away from the collapsed side possible in 10 sec  180" turn away from the collapsed side possible in 10 sec  180" turn away from the collapsed side possible in 10 sec  180" turn away from the collapsed side possible in 10 sec  180" turn away from the collapsed side possible in 20 sec  180" turn away from the collapsed side possible in 10 sec than a further and such the same sof directional control -4.4.22  180" turn away from the collapsed side side side side side in the user's manual -4.4.23  180" turn away from the collapsed side side side side side side side s		matric cal				А	No			А	
180" turn away from the collapsed side possible in 10 sec Amount of control range between turn and stall or spin  More than 50% of the symmetric control travel  16. Trim speed spin tendency - 4.4.16  Spin occurs  No A No  17. Low speed spin tendency - 4.4.17  Spin occurs  No A No  18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release  Stops spinning in 90" to 180"  Cascade occurs No A No A No A No Babiline-stall - 4.4.19  Change of course before release  NA Recovery  NA  Recovery  Special device required  A Special device required  A Special device required  Behaviour during big ears  Change on exit  Secovery  Recovery  Rec		ilicale col				Α	Yes			Α	
Amount of control range between turn and stall or spin	180° turn away from the collapsed side possible in	10 sec	Yes				Yes			Α	
16. Trim speed spin tendency - 4.4.16 Spin occurs No A No  17. Low speed spin tendency - 4.4.17 Spin occurs No A No  18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 18											
Spin occurs No A No  17. Low speed spin tendency - 4.4.17 Spin occurs No A No  18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release Stops spinning in 90" to 180" C Stops spinning in 90" to 180"  Cascade occurs No A No  18. Brine-stall - 4.4.19  Change of course before release NA NA No  Behaviour before release NA	Amount of control range between turn and stall or s	spin	More than 50% of the symmetric control travel			Α	More than 50%	of the symmetric	control travel	А	
17. Low speed spin tendency - 4.4.17   Spin occurs   No   A   No   No   A   No   No   A   No   No											
Spin occurs   No   A   No    18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release   Stops spinning in 90° to 180°   C   Stops spinning in 90° to 180°    19. B-line-stall - 4.4.19  Change of course before release   NA    Behaviour before release   NA    Recovery   NA    Diver forward angle on exit   NA    Cascade occurs   NA    Entry procedure   Special device required   A   Special device required    Behaviour during big ears   Unstable flight   C   Stable flight    Recovery   Recovery through pilot action in less than a further    3 sec   3 sec    Diver forward angle on exit   0° - 30°   A   0° bis 30°    21. Big Ears in accelerated flight - 4.4.21  Entry procedure   Special device required   A   Special device required    Behaviour during big ears   Unstable flight   C   Stable flight    Recovery through pilot action in less than a further    3 sec   3 sec    Diver forward angle on exit   0° - 30°   A   0° bis 30°    21. Big Ears in accelerated flight - 4.4.21  Entry procedure   Special device required   A   Special device required    Behaviour during big ears   Unstable flight   C   Stable flight    Recovery through pilot action in less than a further    3 sec   Special device required   A   Special device required    Behaviour during big ears   Unstable flight   C   Stable flight    Recovery through pilot action in less than a further    3 sec   Stable flight   C   Stable flight    Recovery through pilot action in less than a further    3 sec   Stable flight    C Stable flight			No			Α	No			Α	
18. Recovery from a developed spin - 4.4.18  Spin rotation angle after release  Stops spinning in 90° to 180°  Cascade occurs  No  A  No  19. B-line-stall - 4.4.19  Change of course before release  Behaviour before release  Recovery  NA  Dive forward angle on exit  Special device required  Special device required  Behaviour during big ears  Unstable flight  Cascade occurs  Dive forward angle on exit  Cascade occurs  Line flight  Cascade occurs  Dive forward angle on exit  Cascade occurs  Line flight  Cascade occurs  Dive forward angle on exit  Dive forward angle on exit  Cascade occurs  Dive forward angle on exit  Dive forward angle on exit  Dive forward angle on exit  Cascade occurs  Dive forward angle on exit  Dive for			I No			Δ	l No			А	
Spin rotation angle after release  Stops spinning in 90° to 180°  Cascade occurs  No  No  A  No  19. Brime-stalt - 4.4.19  Change of course before release  Behaviour before release  Recovery  No  No  No  No  No  No  No  No  No  N			1.13							, , ,	
Cascade occurs No A No  19. B-line-stall - 4.4.19  Change of course before release NA  Behaviour before release NA  NA  Behaviour before release NA  NA  Dive forward angle on exit NA  20. Big ears - 4.4.20  Entry procedure Special device required A Special device required Behaviour during big ears Unstable flight C Stable flight C Stable flight A Or bis 30°  21. Big fars in accelerated flight - 4.4.21  Entry procedure Special device required A Or bis 30°  21. Big fars in accelerated flight - 4.4.21  Entry procedure Special device required A Or bis 30°  22. Big fars in accelerated flight - 4.4.21  Entry procedure Special device required A Special device required Behaviour during big ears Unstable flight C Stable flight A Or bis 30°  21. Big fars in accelerated flight - 4.4.21  Entry procedure Special device required A Special device required Behaviour during big ears Unstable flight C Stable flight			Stops spinning in 90° to 180°			С	Stone eninning i		С		
19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Behaviour before release Recovery NA Dive forward angle on exit Cascade occurs NA Dive forward angle on exit NA NA NA  NA  NA  Cascade occurs NA NA NA			· · · ·					A			
Behaviour before release  Recovery  NA  Dive forward angle on exit  Cascade occurs  NA  20. Big ears - 4.4.20  Entry procedure  Special device required  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  C Stable flight  C Stable			140				140				
Recovery    NA	Change of course before release					NA				NA	
Dive forward angle on exit  Cascade occurs  Entry procedure  Behaviour during big ears  Unstable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Entry procedure  Special device required  Special device required  Behaviour during big ears  Dive forward angle on exit  Entry procedure  Special device required  Special device required  Special device required  A D° bis 30°  A 0° bis 30°  Entry procedure  Special device required  Special device required  Behaviour during big ears  Unstable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Special device required  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  A O° bis 30°  A O° bis 30°  C Stable flight  C Stable flight  C Stable flight  A O° bis 30°  A O° bis	Behaviour before release					NA				NA	
Dive forward angle on exit  Cascade occurs  Entry procedure  Behaviour during big ears  Unstable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Entry procedure  Special device required  Special device required  Behaviour during big ears  Dive forward angle on exit  Entry procedure  Special device required  Special device required  Special device required  A D° bis 30°  A 0° bis 30°  Entry procedure  Special device required  Special device required  Behaviour during big ears  Unstable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Special device required  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  A O° bis 30°  A O° bis 30°  C Stable flight  C Stable flight  C Stable flight  A O° bis 30°  A O° bis			+								
Cascade occurs  20. Big ears - 4.4.20  Entry procedure  Special device required  Special device required  A Special device required  Behaviour during big ears  Unstable flight  Recovery Recovery through pilot action in less than a further 3 sec Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Special device required  Special device required  A Special device required  Entry procedure  Special device required  A Special device required  Behaviour during big ears  Unstable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec 3 sec Dive forward angle on exit  Dive forward angle on exit  Dive forward angle on exit  Behaviour during big ears  Unstable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec 3 sec Dive forward angle on exit  Dive forward angle on exit  O°-30°  A O° bis 30°  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  C Stable flight  C Stable flight  C Stable flight  Procedure weans of directional control - 4.4.22  180° turn achievable in 20 sec  Yes  A Yes  Stall or spin occurs  No A No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed  Procedure works as descibed  NA Cascade occurs	*								NA		
20. Big ears - 4.4.20  Entry procedure Special device required A Special device required  Behaviour during big ears Unstable flight C Stable flight  Recovery Recovery through pilot action in less than a further 3 sec 3 sec  Dive forward angle on exit 0°-30° A 0° bis 30°  21. Big Ears in accelerated flight - 4.4.21  Entry procedure Special device required A Special device required  Behaviour during big ears Unstable flight  Recovery Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit 0 °-30° A 0° bis 30°  21. Big Ears in accelerated flight - 4.4.21  Entry procedure Special device required A Special device required  Behaviour during big ears Unstable flight  Recovery Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit 0°-30° A 0° bis 30°  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight C Stable flight  C Stable flight  C Stable flight  C Stable flight  C Stable flight  C Stable flight  C Stable flight  Procedure works as descibed  Procedure suitable for novice pilots  NA  Cascade occurs			-							NA NA	
Behaviour during big ears  Unstable flight  Recovery  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  O° 30°  A O° bis 30°  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Special device required  Behaviour during big ears  Unstable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  C Stable flight  Recovery  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  C Stable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  C Stable flight  Recovery through pilot action in less than a further 3 sec  Sec  Dive forward angle on exit  C Stable flight  C Stable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  A O° bis 30°  Dive forward angle on exit  C Stable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  A N° bis 30°  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  Recovery through pilot action in less than a further 4 second flight 4 sec											
Behaviour during big ears  Unstable flight  Recovery  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  O°-30°  A O° bis 30°  21. Big Ears in accelerated flight -4.4.21  Entry procedure  Special device required  A Special device required  Behaviour during big ears  Unstable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Behaviour during big ears  Unstable flight  Recovery  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Stable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Stable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Sec Stable flight  Recovery through pilot action in less than a further 4 second flight and further 5 second flight and further 5 second flight and further 5 second flight and further 6 second flight and further 6 second flight flight and further 6 second flight fli	Entry procedure	Special device required			Α	Special device	required		А		
Recovery through pilot action in less than a further 3 sec 3 sec 0 bis 30°  21. Big Ears in accelerated flight - 4.4.21  Entry procedure Special device required A Special device required Behaviour during big ears Unstable flight C Stable flight Recovery Recovery through pilot action in less than a further 3 sec 3 sec 0 bis 30°  Dive forward angle on exit C Stable flight C Stable flight Recovery Recovery through pilot action in less than a further 3 sec 3 sec 0 bis 30°  Dive forward angle on exit C Stable flight C Stable flight C Stable flight Recovery through pilot action in less than a further 3 sec 3 sec 0 bis 30°  Dive forward angle on exit C Stable flight C Stable flight C Stable flight Recovery through pilot action in less than a further 3 sec 3 sec 0 bis 30°  Dive forward angle on exit C Stable flight C Stable fl	* *		· ·				· ·			A	
Dive forward angle on exit  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Special device required  Behaviour during big ears  Unstable flight  Recovery  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Unstable flight  C Stable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  C Stable flight  C Stable flight  C Stable flight  Saler at a company through pilot action in less than a further 3 sec  Dive forward angle on exit  C Stable flight  C Stable flight  Saler at a company through pilot action in less than a further 4 second a second and a company through pilot action in less than a further 5 second a second and a company through pilot action in less than a further 6 and 2 second a second and 2 second and 3 seco	0 0		Recovery through pilot action in less than a further				Recovery through pilot action in less than a further			В	
21. Big Ears in accelerated flight - 4.4.21  Entry procedure Special device required A Special device required Behaviour during big ears Unstable flight C Stable flight C Stable flight Recovery Recovery through pilot action in less than a further 3 sec Size of the following flight C Stable flight Recovery through pilot action in less than a further 3 sec Size of the following flight C Stable fli	· · · · · · · · · · · · · · · · · · ·										
Entry procedure  Special device required  A Special device required  Behaviour during big ears  Unstable flight  Recovery hrough pilot action in less than a further 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  B Recovery through pilot action in less than a further 3 sec  Jore 1 or 3 sec  Unstable flight  C Stable flight  C Stable flight  C Stable flight  Stable flight  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Unstable flight  C Stable flight  Stable flight  Stable flight  Dive forward angle on exit  Stable flight  C Stable flight  Stable flight  Dive forward angle on exit  Stable flight  Stable flight  Dive forward angle on exit  Stable flight  C Stable flight  Stable flight  Dive forward angle on exit  Stable flight  Dive flight on exit  Stable flight  Dive forward angle on exit  Stable flight  Dive forward angle on exit  Stable flight  Dive forward angle on exit  Stable flight  Dive flight on exit	-		0 - 30			A	J DIS 30			А	
Behaviour during big ears    C   Stable flight   C   Stable flight   Recovery through pilot action in less than a further   B   Recovery through pilot action in less than a further   3 sec						^	Special devices	required		А	
Recovery Second Procedure and/or configuration described in the user's manual - 4.4.23  Recovery through pilot action in less than a further 3 sec 3 sec 3 sec 0° bis 30° 0° bis			'								
Dive forward angle on exit  Dive for bis 30°  Stable flight  Dive forward angle on exit  Dive for a second angle on exit  Dive forward angle on exit  Dive for bis 30°  Stable flight  Dive forward angle on exit  Dive for bis 30°  Stable flight  Dive forward angle on exit  Dive for bis 30°  Stable flight  Dive forward angle on exit  Dive for bis 30°  Stable flight  Dive forward angle on exit  Dive for bis 30°  Stable flight  Dive forward angle on exit  Dive for bis 30°  Stable flight  Dive forward angle on exit  Dive for bis 30°  Stable flight  Dive forward angle on exit  Dive bis 30°  Stable flight  Dive forward angle on exit  Dive bis 30°  Stable flight  Dive forward angle on exit  Dive bis 30°  Stable flight  Dive bis								A			
Behaviour immediately after releasing the accelerator while maintaining big ears  23. Alternative means of directional control - 4.4.22  180° turn achievable in 20 sec Yes A Yes A No  Stall or spin occurs No A No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA NA  Cascade occurs NA	•		3 sec				3 sec	В			
maintaining big ears  23. Alternative means of directional control - 4.4.22  180° turn achievable in 20 sec  Yes  A Yes  Stall or spin occurs  No  A No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as described  NA  Procedure suitable for novice pilots  NA  Cascade occurs  NA								A			
180° turn achievable in 20 sec Yes A Yes  Stall or spin occurs No A No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA  Procedure suitable for novice pilots NA  Cascade occurs NA	maintaining big ears		Unstable flight			С	Stable flight				
Stall or spin occurs No A No  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA Procedure suitable for novice pilots NA Cascade occurs NA	23. Alternative means of directional control - 4	1.4.22									
23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as descibed NA  Procedure suitable for novice pilots NA  Cascade occurs NA	180° turn achievable in 20 sec		Yes			A	Yes	А			
Procedure works as descibed  Procedure suitable for novice pilots  NA  Cascade occurs  NA	Stall or spin occurs		No			А	No				
Procedure suitable for novice pilots  NA  Cascade occurs  NA		ation desc	cribed in the user	's manual - 4.4.	23						
Cascade occurs NA										NA NA	
			<u> </u>							NA NA	
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Flight Test Report - Musterprüfnummer: EAPR-GS-0511/16 Seite 2 von 2