



FTR - Flight Test Report

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

Manufacturer	independence gliders for real pilots www.independence-world.de Fly Market GmbH & Co.KG Am Schönebach 3 D-87637 Eisenberg	Type testing No.	EAPR-GS-0804/18
		serial number	Proto
Model	Grasshopper 22	Location	Brauneck Achensee



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

Date of testing	08.04.2018	Minimum take off weight 60 kg		Maximum take off weight 80 kg	
Testpilot		Sepp Bauer		Mike Küng	
Harness		EAPR- Lightequipment		EAPR-Testequipment	
Pilot's take off weight		60 kg		80 kg	

Classification	A
----------------	---



Test-criteria	Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1				
Rising behavior	Smooth, easy and constant rising, no pilot correction required	A	Smooth, easy and constant rising, no pilot correction required	A
Special take off technique required	No	A	No	A
2. Landing - 4.4.2				
Special landing technique required	No	A	No	A
3. Speeds in straight flight - 4.4.3				
Trim speed more than 30km/h	Yes	A	Yes	A
Speed range using the controls larger than 10km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement - 4.4.4				
Max. weight in flight up to 80kg	Increasing > 55cm	A	Increasing > 55cm	A
Max. weight in flight 80 to 100kg		-		-
Max. weight in flight greater than 100kg		-		-
5. Pitch stability exiting accelerated flight - 4.4.5				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight - 4.4.6				
Collapse occurs	No	A	No	A
7. Roll stability and damping - 4.4.7				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals - 4.4.8				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive - 4.4.9				
Initial response of glider (first 180°)	Immediate reduction of rate in turn	A	Immediate reduction of rate in turn	A
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	A
10. Symmetric front collapse - 4.4.10				
Folding lines used	No		No	
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30° Keeping course	A	0° - 30° Entering a turn of less than 90°	A
Cascade occurs	No	A	No	A
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30° Keeping course	A	0° - 30° Entering a turn of less than 90°	A
Cascade occurs	No	A	No	A
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30° Keeping course	A	0° - 30° Entering a turn of less than 90°	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall) - 4.4.11				
Deep stall achieved	Yes		Yes	
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30°	A	0° - 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A

12. High angle of attack recovery - 4.4.12										
Recovery	Spontaneous in less than 3 sec				A	Spontaneous in less than 3 sec			A	
Cascade occurs	No				A	No			A	
13. Recovery from a developed full stall - 4.4.13										
Dive forward angle on exit	0° - 30°				A	0° - 30°			A	
Collapse	No collapse				A	No collapse			A	
Cascade occurs (other than collapse)	No				A	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) - 4.4.14										
Folding lines used	No					No				
Change of course until re-inflation	trim speed, max 50% collapse	< 90°	Dive or roll angle	0° - 15°	A	< 90°	Dive or roll angle	15° - 45°	A	
Re-inflation behavior		Spontaneous re-inflation				A	Spontaneous re-inflation			A
Total change of course		Less than 360°				A	Less than 360°			A
Collapse on the opposite side occurs		No				A	No			A
Twist occurs		No				A	No			A
Cascade occurs	trim speed, max 75% collapse	No			A	No			A	
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A	
Re-inflation behavior		Spontaneous re-inflation				A	Spontaneous re-inflation			A
Total change of course		Less than 360°				A	Less than 360°			A
Collapse on the opposite side occurs		No				A	No			A
Twist occurs	accelerated, max 50% collapse	No			A	No			A	
Cascade occurs		No			A	No			A	
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A	
Re-inflation behavior		Spontaneous re-inflation				A	Spontaneous re-inflation			A
Total change of course		Less than 360°				A	Less than 360°			A
Collapse on the opposite side occurs	accelerated, max 75% collapse	No			A	No			A	
Twist occurs		No			A	No			A	
Cascade occurs		No			A	No			A	
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A	
Re-inflation behavior		Spontaneous re-inflation				A	Spontaneous re-inflation			A
Total change of course	accelerated, max 75% collapse	Less than 360°			A	Less than 360°			A	
Collapse on the opposite side occurs		No			A	No			A	
Twist occurs		No			A	No			A	
Cascade occurs		No			A	No			A	
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A	
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-inflation			A	Spontaneous re-inflation			A	
Total change of course		Less than 360°			A	Less than 360°			A	
Collapse on the opposite side occurs		No			A	No			A	
Twist occurs		No			A	No			A	
Cascade occurs		No			A	No			A	
15. Directional control with a maintained asymmetric collapse - 4.4.15										
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 spin	More than 50% of the symmetric control travel				A	More than 50% of the symmetric control travel			A	
16. Trim speed spin tendency - 4.4.16										
Spin occurs	No				A	No			A	
17. Low speed spin tendency - 4.4.17										
Spin occurs	No				A	No			A	
18. Recovery from a developed spin - 4.4.18										
Spin rotation angle after release	Stops spinning in less than 90°				A	Stops spinning in less than 90°			A	
Cascade occurs	No				A	No			A	
19. B-line-stall - 4.4.19										
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 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	0° - 30°				A	30° - 60°			A	
Cascade occurs	No				A	No			A	
20. Big ears - 4.4.20										
Entry procedure	Standard technique				A	Standard technique			A	
Behaviour during big ears	Stable flight				A	Stable flight			A	
Recovery	Spontaneous in less than 3 sec				A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit	0° - 30°				A	0° bis 30°			A	
21. Big Ears in accelerated flight - 4.4.21										
Entry procedure	Standard technique				A	Standard technique			A	
Behaviour during big ears	Stable flight				A	Stable flight			A	
Recovery	Spontaneous in less than 3 sec				A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit	0° - 30°				A	0° bis 30°			A	
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight				A	Stable flight			A	
23. Alternative means of directional control - 4.4.22										
180° turn achievable in 20 sec	Yes				A	Yes			A	
Stall or spin occurs	No				A	No			A	
23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23										
Procedure works as described					NA				NA	
Procedure suitable for novice pilots					NA				NA	
Cascade occurs					NA				NA	
24. Remarks of testpilot:										