



European Academy of Parachute Rigging e.V - Luitpoldstr. 30 - D87700 Memmingen - Germany Under approval of EPTA European Paraglider Testlaboratory Alicane

	Minimum take off we	eight	Maximum take off weight		
Testpilot	Mario Eder		Eki Maute	8	
Harness	Para Academy Testgurt	1	EPA Equipment		
Pilot's take off weight	100 kg	-	125 k	g	

Classification	С
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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	А	Smooth, easy and constant rising	Α
Special take off technique required	ske off technique required		Α	No	Α
2. Landing - 4.4.2					
Special landing technique required		No	Α	No	Α
3. Speeds in straight flight - 4.4.3					
Trim speed more than 30km/h		Yes A Yes		Yes	А
Speed range using the controls larger than 10km/l	า	Yes	А	Yes	Α
Minimum speed		Less than 25 km/h	Α	25 km/h to 30 km/h	В
4. Control movement - 4.4.4		•			
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing 45cm - 60cm	С		-
Max. weight in flight greater than 100kg			-	Increasing 50cm - 65cm	С
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°	А
Collapse occurs	•		A	No	A
6. Pitch stability operating controls during acc	elerated f	light - 4.4.6			
Collapse occurs		No	А	No	Α
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	А	Reducing	Α
8. Stability in gentle spirals - 4.4.8					
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn - 4.4.9					
Sink rate after two turns		Up to 12m/s	А	More than 14m/s	В
10. Symmetric front collapse - 4.4.10					
Entry	-	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	trim speed	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	Ξ	30° - 60° Keeping course	В	0° - 30° Entering a turn of less than 90°	Α
Cascade occurs	1 +	No	А	No	Α
Entry	ס	Rocking back less than 45°	А	Rocking back less than 45°	Α
Recovery	rate	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	accelerated	30° - 60° Keeping course	В	0° - 30° Entering a turn of less than 90°	А
Cascade occurs	ğ	No	А	No	Α

11. Exiting deep stall (parachutal stall) - 4.4.11									
Deep stall achieved		Yes				Yes			
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec		Α		
Dive forward angle on exit		30° - 60°		В	30° - 60°			В	
Change of course		Changing course less than 45°		A	Changing course	e less than 45°		A	
Cascade occurs				A		No		A	
12. High angle of attack recovery - 4.4.12									
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in I	less than 3 sec		Α	
Cascade occurs		No		Α	No			Α	
13. Recovery from a developed full stall - 4.4.13	3	•							
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse) Rocking backward		No Less than 45°			A		Less than 45°		A A
Line tension		Most lines tight		A				A	
14. Asymmetric collapse (trim speed) - 4.4.14									
Change of course until re-inflation	Φ	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	15° - 45°	В
	trim speed, max 50% collapse			l .					
Re-inflation behavior	eed;	Spontaneous re-	inflation		А	Spontaneous re-	Inflation		Α
Total change of course Collapse on the opposite side occurs	rin (Less than 360°		A	Less than 360° No			A	
Twist occurs	t max	No			A A	No			A A
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	Φ	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	15° - 45°	В
D. Maria da baba d	trim speed, max 75% collapse			<u> </u>		0			
Re-inflation behavior	e col	Spontaneous re-	inflation		А	Spontaneous re-	inflation		Α
Total change of course	trim speed, x 75% colla	Less than 360° Yes, no turn reve	vreal		A	Less than 360° No			A
Collapse on the opposite side occurs Twist occurs	tr max	No	ersai		C A	No			A A
Cascade occurs	_	No			A	No			A
Change of source until as inflation		.00%		450 450	^	000 4000		450 450	-
Change of course until re-inflation	, pse	< 90°	Dive or roll angle	15° - 45°	А	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	inflation		Α	Spontaneous re-	inflation		Α
Total change of course	eler %0	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	acc ax 5	No			Α	No			Α
Twist occurs Cascade occurs	Ĕ	No No			A	No No			A
					A		ĺ		Α
Change of course until re-inflation	ose	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	inflation		Α	Spontaneous re-	inflation		Α
Total change of course	eler 5% (Less than 360°		Α	Less than 360°			Α	
Collapse on the opposite side occurs	acc ax 7	Yes, no turn reve	ersal		С	Yes, no turn reve	ersal		С
Twist occurs Cascade occurs	٤	No No			A A	No No			A A
15. Directional control with a maintained asymr	metric col				Α	110			
-					Λ .	Yes			
Able to keep course straight		Yes			Α				Α
180° turn away from the collapsed side possible in	10 sec	Yes Yes				Yes			
180° turn away from the collapsed side possible in		Yes			А	Yes			А
			ne symmetric cont	trol travel		Yes	of the symmetric c	ontrol travel	
180° turn away from the collapsed side possible in Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.4.16		Yes 25% to 50% of the	ne symmetric conf	trol travel	А	Yes More than 50% o	of the symmetric c	ontrol travel	А
180° turn away from the collapsed side possible in Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.4.16 Spin occurs		Yes	ne symmetric conf	trol travel	А	Yes	of the symmetric c	ontrol travel	А
180° turn away from the collapsed side possible in Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17		Yes 25% to 50% of the No	ne symmetric conf	trol travel	A C	Yes More than 50% o	of the symmetric c	ontrol travel	A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or s		Yes 25% to 50% of the	ne symmetric conf	trol travel	A C	Yes More than 50% o	of the symmetric c	ontrol travel	A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or s 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18		Yes 25% to 50% of th No No		trol travel	A C	Yes More than 50% o		ontrol travel	A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or s		Yes 25% to 50% of the No No Stops spinning in		trol travel	A C A A	Yes More than 50% o		ontrol travel	A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or statement of control range between turn and stall or statement of control range between turn and stall or statement of control range between turn and stall or statement or state		Yes 25% to 50% of th No No		trol travel	A C	Yes More than 50% o		ontrol travel	A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or statement of control range between turn and stall or statement of control range between turn and stall or statement of control range developed spin - 4.4.16 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19		Yes 25% to 50% of tr No No Stops spinning ir	n less than 90°	trol travel	A C A A A	Yes More than 50% of the state	n less than 90°	ontrol travel	A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or s		Yes 25% to 50% of the No No Stops spinning in No Changing course	n less than 90°		A C A A A A	Yes More than 50% of the state	n less than 90°	ontrol travel	A A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or stall or collapsed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release		No No Stops spinning ir No Changing course Remains stable v	n less than 90° e less than 45° with straight span		A C A A A	No No Stops spinning in No Changing course Remains stable of	n less than 90° e less than 45° with straight span	ontrol travel	A A A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or stall or collapsed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery		Yes 25% to 50% of the Stops spinning in No Changing course Remains stable value Spontaneous in I	n less than 90° e less than 45° with straight span		A C A A A A A	No No Stops spinning in No Changing course Remains stable of Spontaneous in least	n less than 90° e less than 45° with straight span	ontrol travel	A A A A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or stall or collapsed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release		No No Stops spinning ir No Changing course Remains stable v	n less than 90° e less than 45° with straight span		A C A A A	No No Stops spinning in No Changing course Remains stable of	n less than 90° e less than 45° with straight span	ontrol travel	A A A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or stall and stall		Yes 25% to 50% of the No No Stops spinning in No Changing courses Remains stable of Spontaneous in I 30° - 60°	n less than 90° e less than 45° with straight span		A C A A A A A	No No Stops spinning ir No Changing course Remains stable v Spontaneous in I 0° - 30°	n less than 90° e less than 45° with straight span	ontrol travel	A A A A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or state of the collapsed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure		Yes 25% to 50% of the state of	n less than 90° eless than 45° with straight span less than 3 sec		A C A A A A A	No Stops spinning in No Changing course Remains stable v Spontaneous in I 0° - 30° No Standard technic	n less than 90° eless than 45° with straight span less than 3 sec	ontrol travel	A A A A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or stall or control range between turn and stall or stall or control range spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20		Yes 25% to 50% of the No No Stops spinning in No Changing course Remains stable of Spontaneous in I 30° - 60° No Standard technic Stable flight	n less than 90° eless than 45° with straight span less than 3 sec		A C C A A A A A A A A A A A A A A A A A	No No Stops spinning in No Changing course Remains stable of Spontaneous in I 0° - 30° No Standard technic Stable flight	n less than 90° eless than 45° with straight span less than 3 sec		A A A A A A A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or state of the collapsed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure		Yes 25% to 50% of the No No Stops spinning in No Changing course Remains stable of Spontaneous in I 30° - 60° No Standard technic Stable flight	n less than 90° eless than 45° with straight span less than 3 sec		A C C A A A A A A A A A A A A A A A A A	No No Stops spinning in No Changing course Remains stable of Spontaneous in I 0° - 30° No Standard technic Stable flight	n less than 90° eless than 45° with straight span less than 3 sec		A A A A A A A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or state of the collapsed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears		Yes 25% to 50% of the No No Stops spinning in No Changing course Remains stable of Spontaneous in I 30° - 60° No Standard technic Stable flight Recovery throug	n less than 90° eless than 45° with straight span less than 3 sec		A C C A A A A A A A A A A A A A A A A A	No No Stops spinning ir No Changing course Remains stable of Spontaneous in I 0° - 30° No Standard technic Stable flight Recovery throug	n less than 90° eless than 45° with straight span less than 3 sec		A A A A A A A A A
180° turn away from the collapsed side possible in Amount of control range between turn and stall or s		Yes 25% to 50% of the second	n less than 90° eless than 45° with straight span less than 3 sec		A C A A A A B	No No Stops spinning ir No Changing course Remains stable iv Spontaneous in 10°-30° No Standard technic Stable flight Recovery throug 3 sec	n less than 90° eless than 45° with straight span less than 3 sec		A A A A A A B
180° turn away from the collapsed side possible in Amount of control range between turn and stall or state of the collapsed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Yes 25% to 50% of the second	e less than 90° e less than 45° with straight span less than 3 sec		A C A A A A B	No No Stops spinning ir No Changing course Remains stable iv Spontaneous in 10°-30° No Standard technic Stable flight Recovery throug 3 sec	e less than 90° e less than 45° with straight span less than 3 sec		A A A A A A B
Amount of control range between turn and stall or state of the control range between turn and stall or		Yes 25% to 50% of the second	e less than 90° e less than 45° with straight span less than 3 sec		A C C A A A A A A A A A A A A A A A A A	No No Stops spinning ir No Changing course Remains stable of Spontaneous in I 0° - 30° No Standard technic Stable flight Recovery throug 3 sec 0° bis 30°	e less than 90° e less than 45° with straight span less than 3 sec		A A A A A A A A A A A A A A A A A A A
Amount of control range between turn and stall or state of the control range between turn and stall or		Yes 25% to 50% of the second	e less than 90° e less than 45° with straight span less than 3 sec	ss than a further	A C A A A A A A A A A A A A A A A A A A	No No Stops spinning ir No Changing course Remains stable iv Spontaneous in l 0° - 30° No Standard technic Stable flight Recovery throug 3 sec 0° bis 30° Standard technic Stable flight Recovery throug	e less than 90° e less than 45° with straight span less than 3 sec	ss than a further	A A A A A A A A A A A A A A A A A A A
Amount of control range between turn and stall or stall o		Yes 25% to 50% of the No No Stops spinning in No Changing course Remains stable of Spontaneous in If 30° - 60° No Standard technic Stable flight Recovery throug 3 sec Standard technic Stable flight Recovery throug 3 sec	e less than 90° bless than 45° with straight span less than 3 sec	ss than a further	A C A A A A A A B A A B B	No No Stops spinning in No Changing course Remains stable of Spontaneous in In O° - 30° No Stable flight Recovery throug 3 sec	e less than 90° e less than 45° with straight span less than 3 sec	ss than a further	A A A A A A A B B A B B
Amount of control range between turn and stall or state of the control range between turn and stall or	spin	Yes 25% to 50% of the second stable flight Recovery throug 3 sec 0° - 30° Yes 25% to 50% of the second stable flight Recovery throug 3 sec 0° - 30°	e less than 90° bless than 45° with straight span less than 3 sec	ss than a further	A C A A A A A A A A A B A A A A A A A A	No No Stops spinning ir No Changing course Remains stable iv Spontaneous in l 0°-30° No Standard technic Stable flight Recovery throug 3 sec 0° bis 30° Standard technic Stable flight Recovery throug 3 sec 0° bis 30°	e less than 90° e less than 45° with straight span less than 3 sec	ss than a further	A A A A A A A A A A A A A A A A A A A
Amount of control range between turn and stall or stall o	spin	Yes 25% to 50% of the No No Stops spinning in No Changing course Remains stable of Spontaneous in If 30° - 60° No Standard technic Stable flight Recovery throug 3 sec Standard technic Stable flight Recovery throug 3 sec	e less than 90° bless than 45° with straight span less than 3 sec	ss than a further	A C A A A A A A B A A B B	No No Stops spinning in No Changing course Remains stable of Spontaneous in In O° - 30° No Stable flight Recovery throug 3 sec	e less than 90° e less than 45° with straight span less than 3 sec	ss than a further	A A A A A A A B B A B B

22. Behaviour exiting a steep spiral - 4.4.22				
Tendency to return to straight flight	Spontaneous exit	А	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	.4.23			
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 - 4.4.24			
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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