




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.independenceworldfly.org Fly Market GmbH & Co. KG Am Schönebach 3 D-87637 Eisenberg	Type testing No.	EAPR-GS-0145/14
		serial number	2k13-sample-cr-3-29134
Model	Cruiser3 L	Location	Achensee
			Hopfgarten



Rev. 2.1 - 10.05.2013
EAPR GmbH - Marktstr. 11
D-87730 Bad Grönenbach - Germany

Date of testing	28.02.2014	Minimum take off weight 90 kg		Maximum take off weight 115 kg	
Testpilot	Mario Eder			Anselm Rauh	
Harness	EAPR			EAPR Testequipment	
Pilot's take off weight	90 kg			115 kg	

Classification	A
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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		A	Smooth, easy and constant rising		A	
Special take off technique required		No		A	No		A	
2. Landing - 4.1.2								
Special landing technique required		No		A	No		A	
3. Speeds in straight flight - 4.1.3								
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 - 4.1.4								
Max. weight in flight up to 80kg				-			-	
Max. weight in flight 80 to 100kg				-			-	
Max. weight in flight greater than 100kg		Increasing >65 cm		A	Increasing >65 cm		A	
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°		A	
Collapse occurs		No		A	No		A	
6. Pitch stability operating controls during accelerated flight - 4.1.6								
Collapse occurs		No		A	No		A	
7. Roll stability and damping - 4.1.7								
Oscillations		Reducing		A	Reducing		A	
8. Stability in gentle spirals - 4.1.8								
Tendency to return to straight flight		Spontaneous exit		A	Spontaneous exit		A	
9. Behaviour in a steeply banked turn - 4.1.9								
Sink rate after two turns		Up to 12m/s		A	12m/s to 14m/s		A	
10. Symmetric front collapse - 4.1.10								
Entry		trim speed	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°	Keeping course	A
Cascade occurs			No		A	No		A
Entry		accelerated	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°	Keeping course	A
Cascade occurs			No		A	No		A
11. Exiting deep stall (parachutal stall) - 4.1.11								

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 - 4.1.12									
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 - 4.1.13									
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) - 4.1.14									
Change of course until re-inflation	trim speed, max 50% collapse	< 90°	Dive or roll angle	0° - 15°	A	< 90°	Dive or roll angle	0° - 15°	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		No			A	No			A
Change of course until re-inflation	trim speed, max 75% collapse	< 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		No			A	No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	accelerated, 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		No			A	No			A
Change of course until re-inflation	accelerated, max 75% collapse	< 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		No			A	No			A
Cascade occurs		No			A	No			A
15. Directional control with a maintained asymmetric collapse - 4.1.15									
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 - 4.1.16									
Spin occurs		No		A	No		A		
17. Low speed spin tendency - 4.1.17									
Spin occurs		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		
Cascade occurs		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		
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	0° - 30°		A		
Cascade occurs		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 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 - 4.1.21									
Entry procedure		Special device required		A	Special device required		A		
Behaviour during big ears		Stable flight		A	Stable flight		A		
Recovery		Spontaneous in 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		
22. Behaviour exiting a steep spiral - 4.1.22									

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
23. Alternative means of directional control - 4.1.23				
180° turn achievable in 20 sec	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual - 4.1.24				
Procedure works as described		NA		NA
Procedure suitable for novice pilots		NA		NA
Cascade occurs		NA		NA
25. Remarks of testpilot:				
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