


FTR - Flight Test Report

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

Manufacturer	 independence gliders for real pilots <small>www.independence-gliders.de</small> Fly Market GmbH & Co. KG Am Schönebach 3 D-87637 Eisenberg	Type testing No.	EAPR-GS-0146/14
		serial number	2k13-sample-M-092
Model	Cruiser 3 M	Location	Achensee Gardasee / Achensee



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

Date of testing	20.01.2014	Minimum take off weight 80 kg		Maximum take off weight 105 kg	
Testpilot		Mike Küng		Mario Eder	
Harness		EAPR-Testequipment		EAPR Testgurtzeug	
Pilot's take off weight		80 kg		105 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	12m/s to 14m/s	A	12m/s to 14m/s	A
10. Symmetric front collapse - 4.1.10				
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° Keeping course	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° Entering a turn of less than 90°	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° - 180°	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 50% collapse	90° - 180°	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		accelerated, max 75% collapse	90° - 180°	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	
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 3 to 5 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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