FTR - Flight Test Report Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht au

Manufacturer	independence gliders for real-pilots	Type testing No.	EAPR-GS-0147/14		
	Fly Market GmbH & Co.KG Am Schönebach 3 D-87637 Elsenberg	serial number	2k13-cr-sample-135-s		
Model	Cruiser 3 S	Lagation	Brauneck		
		Location	Brauneck		



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

Date of testing	25.02.2014	Minimum take off 60 kg	weight	Maximum take off weight 85 kg			
Testpilot		Sepp Bauer		Mike Küng			
Harness		EAPR- Testequipment		EAPR-Testequipment	7		
Pilot's take off weigh	it	60 kg	g	85 kg			

Classification	Α
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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	А	Smooth, easy and constant rising	А
Special take off technique required		No	Α	No	Α
2. Landing - 4.1.2					
Special landing technique required		No	Α	No	А
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes	Α	Yes	А
Speed range using the controls larger than 10km	/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing > 60cm	А	Increasing > 60cm	А
Max. weight in flight greater than 100kg			-		-
5. Pitch stability exiting accelerated flight - 4.	1.5	1	,		
Dive forward angle on exit		Dive forward less than 30° A Dive forward less than 30°		Dive forward less than 30°	А
Collapse occurs		No	А	No	Α
6. Pitch stability operating controls during acc	elerated f	light - 4.1.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	А	Reducing	Α
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply banked turn - 4.1.9		•			
Sink rate after two turns		12m/s to 14m/s	А	12m/s to 14m/s	А
10. Symmetric front collapse - 4.1.10		•			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	trim speed	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	. <u>E</u>	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs	=	No	A	No	A
Entry	ō	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	accelerated	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	ccel	0° - 30° Keeping course	А	0° - 30° Keeping course	А
Cascade occurs	Ö	No	Α	No	А
11. Exiting deep stall (parachutal stall) - 4.1.11					

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December 1		Lv.				Lv.			
Deep stall achieved		Yes				Yes			
Recovery		Spontaneous in le	ess than 3 sec		Α	Spontaneous in less than 3 sec			Α
Dive forward angle on exit		0° - 30°	1		Α	0° - 30°			Α
Change of course Cascade occurs		Changing course No	less than 45°		A	Changing course less than 45° No			A
12. High angle of attack recovery - 4.1.12		1							
Recovery		Spontaneous in le	ess than 3 coc		А	Spontaneous in	less than 3 con		А
•		,	ess than 3 sec			· ·	less than 3 sec		
Cascade occurs	2	No			А	No			Α
13. Recovery from a developed full stall - 4.1.1 Dive forward angle on exit	3	0° - 30°			А	0° - 30°			Α
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse)		No			Α	No			Α
Rocking backward Line tension		Less than 45° Most lines tight			A	Less than 45° Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14					Α				A
		< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	0° - 15°	
Change of course until re-inflation	bse	< 90	Dive or foil aligle	0 - 15	A	< 90	Dive or roll angle	0 - 15	Α
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-i	Spontaneous re-inflation			Spontaneous re	-inflation		Α
Total change of course	ds u	Less than 360°			А	Less than 360°			Α
Collapse on the opposite side occurs	ax 5	No			Α	No			Α
Twist occurs Cascade occurs	Ĕ	No No			A	No No			A
			Dive or roll angle	150 150		90° - 180°	Dive or roll angle	00 150	
Change of course until re-inflation	bse	< 90°	Dive or roll angle	15° - 45°	Α	90 - 180°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-i	inflation		А	Spontaneous re	-inflation		Α
Total change of course	n sp	Less than 360° No		Α	Less than 360°			Α	
Collapse on the opposite side occurs	trim ax 75'				Α	No			Α
Twist occurs Cascade occurs	Ě	No No			A	No No			A
Cascade Occurs		140			A	140	1		A
Change of course until re-inflation	accelerated, max 50% collapse	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	accelerated, x 50% collap	Spontaneous re-i	Spontaneous re-inflation			Spontaneous re-inflation			Α
Total change of course	cele	Less than 360°	-		Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	ac ac	No No			A	No No			A
Cascade occurs	_ =	No			A	No			A
Change of course until re-inflation	Se	< 90°	Dive or roll angle	15° - 45°	A	90° - 180°	Dive or roll angle	0° - 15°	A
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-inflation			А	Spontaneous re-inflation			А
Total change of course	cele 75%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	ac Jax J	No No			A	No No			A
Cascade occurs		No			A	No			A
15. Directional control with a maintained asym	metric col	llapse - 4.1.15							
Able to keep course straight		Yes			Α	Yes			Α
180° turn away from the collapsed side possible in	n 10 sec	Yes			Α	Yes			Α
Amount of control range between turn and stall or	spin	More than 50% of the symmetric control travel		А	More than 50% of the symmetric control travel			А	
16. Trim speed spin tendency - 4.1.16									
Spin occurs		No			Α	No			Α
17. Low speed spin tendency - 4.1.17									
Spin occurs		No			А	No			Α
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in	less than 90°		Α	Stops spinning i	n less than 90°		Α
Cascade occurs		No			Α	No			Α
19. B-line-stall - 4.1.19		Louis	1			Louis	. 1		
Change of course before release		Changing course			Α	Changing cours			Α
Behaviour before release		Remains stable with straight span			А	Remains stable with straight span			А
Recovery Dive forward angle on exit		Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec 0° - 30°			A
Cascade occurs		No No			A	No - 30			A
20. Big ears - 4.1.20									
Entry procedure		Standard techniq	ine		А	Special device re	equired		Α
Behaviour during big ears		Stable flight			A	Stable flight	. ,		A
			loce then 2				loce than 2		
Recovery		Spontaneous in le	cos uidii o Sec		A	Spontaneous in	iess man s Sec		A
Dive forward angle on exit		0° - 30°			Α	0° bis 30°			Α
21. Big Ears in accelerated flight - 4.1.21						1 -			
Entry procedure		Standard techniq	Standard technique		A Special device required				Α
Behaviour during big ears		Stable flight			A Stable flight				Α
Recovery		Spontaneous in I	ess than 3 sec		Α	Spontaneous in	3 to 5 sec		Α
Dive forward angle on exit		0° - 30°			Α	0° bis 30°			Α
Behaviour immediately after releasing the accelar	ator while				A	Stable flight			A
intaining big ears Stable flight									
22. Behaviour exiting a steep spiral - 4.1.22		Otable mgm							

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Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	А	Less than 720°, spontaneous recovery	Α
23. Alternative means of directional control - 4.1.	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 configuration	on described in the user's manual - 4.1.24			
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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