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

Manufacturer	independence gliders for real-pilots Type testing No.		EAPR-GS-0806/18	
	Fly Market GmbH & Co.KG Am Schönebach 3 D-87637 Eisenberg	serial number	2k18-Sample-006	
Model	Pioneer-3-M	Landin	Achensee	
Comment		Location	Elfer, Neustift Stubai	



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

Date of testing 14.02.2	Minimum take 18 85 kg	~	Maximum take off weight 110 kg			
Testpilot	Pascal Purin		Anselm Rauh			
Harness	EAPR		EAPR schwer			
Pilot's take off weight	85	kg	112 kg			

Classification



Test-criteria Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluatio			
1. Inflation / take-off - 4.4.1		Simouth, easy and constant rising,						
Rising behavior	pehavior		Α	no pilot correction required	Α			
Special take off technique required		No	Α	No	А			
2. Landing - 4.4.2								
Special landing technique required		l No	A	No	A			
3. Speeds in straight flight - 4.4.3		110	А	110				
Trim speed more than 30km/h		l Yes	Α	Yes	А			
,								
Speed range using the controls larger than 10km/h		Yes	Α	Yes	Α			
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α			
4. Control movement - 4.4.4								
Max. weight in flight up to 80kg			-		-			
Max. weight in flight 80 to 100kg			-		-			
Max. weight in flight greater than 100kg		Increasing >65 cm	Α	Increasing >65 cm	А			
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	Ä			
6. Pitch stability operating controls during acce	elerated 1	light - 4.4.6						
Collapse occurs		I No	A	No	A			
7. Roll stability and damping - 4.4.7		140	А	140				
Oscillations		I Darkeine		Dadusias				
		Reducing	Α	Reducing	A			
8. Stability in gentle spirals - 4.4.8		1						
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	А			
9. Behaviour exiting a fully developed spiral div	/e - 4.4.9							
Initial response of glider (first 180°)		Immediate reduction of rate in turn	Α	Immediate reduction of rate in turn	Α			
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A			
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α			
10. Symmetric front collapse - 4.4.10								
Folding lines used		No		No				
Entry	~ 30%	Rocking back less than 45°	Α	Rocking back less than 45°	A			
Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α			
Dive forward angle on exit	trim speed	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α			
Cascade occurs	Ē	No	Α	No	Α			
Entry	> 50%	Rocking back less than 45°	Α	Rocking back less than 45°	Α			
Recovery	ys < page	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α			
Dive forward angle on exit	gs E	0° - 30° Keeping course	Α	0° - 30° Keeping course	А			
Cascade occurs	Ě	No	Α	No	Α			
Entry	%0	Rocking back less than 45°	Α	Rocking back less than 45°	Α			
Recovery	accelerated > 50%	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α			
Dive forward angle on exit	celer	0° - 30° Keeping course	А	0° - 30° Keeping course	Α			
Cascade occurs	ao	No	Α	No	Α			
11. Exiting deep stall (parachutal stall) - 4.4.11								
Deep stall achieved		Yes		Yes				
ecovery		Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А			
Dive forward angle on exit		0° - 30°	А	0° - 30°	А			
Change of course		Changing course less than 45°	A	Changing course less than 45°	A			
Cascade occurs		No	А	No				

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12. High angle of attack recovery - 4.4.12									
Recovery					А	Spontaneous in less than 3 sec			
Cascade occurs		No		Α	No			Α	
13. Recovery from a developed full stall - 4.4.									
Dive forward angle on exit Collapse		0° - 30°		A A	0° - 30° No collapse			A	
Cascade occurs (other than collapse)		No collapse No			A	No collapse			A
Rocking backward Line tension		Less than 45° Most lines tight		-	A A	Less than 45° Most lines tight	-	-	A A
14. Asymmetric collapse (trim speed) - 4.4.14	Most lines tight			А	Most lines tight			А	
Folding lines used		No				No			
Change of course until re-inflation	9	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re	-inflation	l	Α	Spontaneous re	-inflation	l	Α
Total change of course	trim speed c 50% colla	Less than 360°			A	Less than 360°	mation		A
Collapse on the opposite side occurs	trim ax 50	No		Α	No			Α	
Twist occurs Cascade occurs	Ε	No No			A	No No			A
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
-	trim speed, max 75% collapse						<u> </u>		
Re-inflation behavior	speed,	Spontaneous re	-inflation		Α	Spontaneous re	-inflation		Α
Total change of course Collapse on the opposite side occurs	trim s x 75%	Less than 360°		A	Less than 360° No			A	
Twist occurs	max	No		Α	No			Α	
Cascade occurs		No			А	No			Α
Change of course until re-inflation	e e	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re	-inflation	İ	Α	Spontaneous re	-inflation	i	Α
Total change of course	accelerated, x 50% colla	Less than 360°	············		A	Less than 360°	αισι		A
Collapse on the opposite side occurs	ассі ах 50	No			Α	No			Α
Twist occurs Cascade occurs	Ĕ	No No			A A	No No			A
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
Change of course until re-initation	d, apse		1 -	13 - 43	^			13 - 43	^
Re-inflation behavior	accelerated x 75% colla	Spontaneous re	-inflation		Α	Spontaneous re	-inflation		Α
Total change of course	ccele 75%	Spontaneous re-inflation Less than 360° No			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	a max	Se X No			A	No No	A		
Cascade occurs		No			A	No			A
15. Directional control with a maintained asymmetric Able to keep course straight	netric col	lapse - 4.4.15 Yes			А	Yes			A
180° turn away from the collapsed side possible in	10 000				A	Yes			A
· · · · · · · · · · · · · · · · · · ·		Yes							A
Amount of control range between turn and stall or s	More than 50% of the symmetric control travel			Α	A More than 50% of the symmetric control travel				
16. Trim speed spin tendency - 4.4.16									
Spin occurs	No			Α	No	Α			
17. Low speed spin tendency - 4.4.17 Spin occurs		No			А	A No			А
18. Recovery from a developed spin - 4.4.18						140			- 7.
Spin rotation angle after release		Stops spinning in less than 90°			А	Stops spinning in less than 90°			А
Cascade occurs		No		A	No			A	
19. B-line-stall - 4.4.19									
Change of course before release		Changing course less than 45°			Α	Changing course less than 45°			Α
Behaviour before release		Remains stable with straight span		Α	Remains stable with straight span			Α	
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
Dive forward angle on exit		0° - 30°		А	0° - 30°			Α	
Cascade occurs		No			A	No	A		
20. Big ears - 4.4.20		1				1			
Entry procedure		Special device required		Α	Special device required			Α	
Behaviour during big ears		Stable flight			Α	Stable flight			Α
Recovery	Recovery		Spontaneous in less than 3 sec			Spontaneous in less than 3 sec			Α
Dive forward angle on exit		0° - 30°			Α	0° bis 30°			Α
21. Big Ears in accelerated flight - 4.4.21						1			
Entry procedure		Special device required		Α	Special device required			Α	
Behaviour during big ears		Stable flight		Α	Stable flight			Α	
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
Dive forward angle on exit		0° - 30°		Α	0° bis 30°			Α	
Behaviour immediately after releasing the accelarator while maintaining big ears		Stable flight		Α	Stable flight			Α	
23. Alternative means of directional control - 4	.4.22								
180° turn achievable in 20 sec	Yes			Α	Yes			Α	
Stall or spin occurs	No			Α	No			Α	
23. Any other flight procedure and/or configura	ation desc	cribed in the user	r's manual - 4.4.2	23					
Procedure works as descibed Procedure suitable for novice pilots					NA NA				NA NA
Cascade occurs				NA NA				NA NA	
24. Remarks of testpilot:		1				1			
I		L							

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