

Manufacturer		Type testing No.	
		Location	Achensee
Model	Geronimo L	Bad Grönenbach:	
Comment			



EAPR GmbH - Marktstr. 11 - D-87730 Bad Grönenbach - Germany

	Minimum take off weight		Maximum take off weight	
Date of testing	11.09.12		09.09.12	
Testpilot	Mike Küng		Anselm Rauh	
Harness	EAPR-Testequipment		EAPR Testequipment	
Pilot's take off weight	90 kg		115 kg	

Classification	B
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Test-criteria		41163	Evaluation	41162	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		Increasing > 60cm	A		-
Max. weight in flight greater than 100kg			-	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		More than 14m/s	B	More than 14m/s	B
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	30° - 60° Keeping course	B
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		30° - 60° Keeping course	B	30° - 60° Keeping course	B
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	30° - 60°			B	30° - 60°	B			
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	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	trim speed, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	B
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	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 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	B
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:				
		Bei längeren oder tief gezogenen B-Stalls teils Deformation.		
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