FTR - Flight Test Report

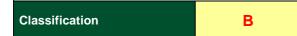
Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht auszugsweise, vervielfältigt werden.

Manufacturer	independence gliders for real-pilots	Type testing No.	EAPR-GS-0499/16
	Fly Market GmbH & Co.KG Am Schönebach 3 D-87637 Eisenberg	serial number	SG-2K15-075
Model	Geronimo 2 L 29	Location	Achensee
Comment		Location	Hopfgarten, Salve



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

Date of testing 10.03.20	Minimum take o 6 95 kg	ff weight	Maximum take off weight 125 kg			
Testpilot	Mike Küng		Anselm Rauh			
Harness	EAPR-Testequipment		EAPR schwer			
Pilot's take off weight	93	kg	125	kg		





Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1						
Rising behavior		Smooth, easy and constant rising, no pilot correction required	А	Smooth, easy and constant rising, no pilot correction required	А	
Special take off technique required		No	Α	No	Α	
2. Landing - 4.4.2						
Special landing technique required		No	А	No	А	
3. Speeds in straight flight - 4.4.3						
Trim speed more than 30km/h		Yes	Α	Yes	A	
Speed range using the controls larger than 10km/	'h	Yes	A	Yes	A	
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	А	Increasing >65 cm	А	
5. Pitch stability exiting accelerated flight - 4.4	4.5					
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А	
Collapse occurs		No	А	No	А	
6. Pitch stability operating controls during acc	celerated	flight - 4.4.6				
Collapse occurs		No	Α	No	А	
7. Roll stability and damping - 4.4.7			•			
Oscillations		Reducing	Α	Reducing	А	
8. Stability in gentle spirals - 4.4.8		reducing	A	reducing		
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	А	
9. Behaviour exiting a fully developed spiral d	live - 4.4.		A	эриналеоць ехіі	A	
Initial response of glider (first 180°)		No immediate reaction	В	Immediate reduction of rate in turn	А	
endency to return to straight flight		Spontaneous exit	А	Spontaneous exit		
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°	Α	
Recovery	% ~ peeds	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А	
Dive forward angle on exit	Liji.	0° - 30° Entering a turn of less than 90°	Α	0° - 30° Keeping course	Α	
Cascade occurs	ä	No	Α	No	Α	
Entry	%	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	Ä	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	trim speed	30° - 60° Entering a turn of less than 90°	В	0° - 30° Keeping course	A	
Cascade occurs		No	A	No Desking healt less than 45°	A	
Entry	> 20%	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	accelerated >	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	A	
Dive forward angle on exit	coele	30° - 60° Entering a turn of less than 90°	В	0° - 30° Keeping course	A	
Cascade occurs		No	Α	No	I A	
Exiting deep stall (parachutal stall) - 4.4.1 Deep stall achieved	1	Yes		Yes		
'		Spontaneous in less than 3 sec				
Recovery	<u> </u>		A	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit Change of course		30° - 60°	В	0° - 30°	A	
		Changing course less than 45°	A	Changing course less than 45°	Α	

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12. High angle of attack recovery - 4.4.12									
Recovery			aneous in less than 3 sec A		Spontaneous in less than 3 sec			Α	
Cascade occurs	•		No			No			Α
13. Recovery from a developed full stall - 4.4.13				А					
Dive forward angle on exit Collapse		30° - 60° No collapse			B A	30° - 60° No collapse			B A
Cascade occurs (other than collapse)		No			A	No collapse No			A
Rocking backward Line tension		Less than 45° Most lines tight			A	Less than 45° Most lines tight			A A
14. Asymmetric collapse (trim speed) - 4.4.14		Most lines tight			А	Wost lines tight			
Folding lines used		No				No			
Change of course until re-inflation	9	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation		А	Spontaneous re-	inflation		Α	
Total change of course	trim speed, < 50% colla	Less than 360°		A	Less than 360°			Α	
Collapse on the opposite side occurs	trin ax 50	No		Α	No No			A	
Twist occurs Cascade occurs	Ε	No No		A	No No			A	
Change of course until re-inflation	Φ	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	ed, ollapsi	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		A
Total change of course	trim speed, max 75% collapse	Spontaneous re-inflation		A	Spontaneous re-inflation Less than 360°			A	
Collapse on the opposite side occurs	trim ax 75	Less than 360° No		Α	No			Α	
Twist occurs Cascade occurs	Ë	No No			A	No No			A
		ı	I	l					
Change of course until re-inflation	esc	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		Α
Total change of course	cele 50%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	ac max	No No			A	No No			A
Cascade occurs		No		Ti	A	No	ſ		A
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re-	inflation		Α
Total change of course	accelerated, x 75% collap	Less than 360°	Less than 360°		Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	acı nax 7	No		A	No No			A	
Cascade occurs	u	No No			A	No	A		
15. Directional control with a maintained asymmetry	netric col								
Able to keep course straight		Yes			Α	Yes	Α		
180° turn away from the collapsed side possible in	10 sec	Yes			А	Yes			Α
Amount of control range between turn and stall or s	More than 50% of the symmetric control travel			Α	More than 50% of the symmetric control travel			Α	
16. Trim speed spin tendency - 4.4.16									
Spin occurs No			o A			No	Α		
17. Low speed spin tendency - 4.4.17 Spin occurs No					Δ	A No			Α
18. Recovery from a developed spin - 4.4.18		1.19			, ,,	1.15			
Spin rotation angle after release		Stops spinning in less than 90°			А	Stops spinning in less than 90°			А
Cascade occurs		No			A	No			
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		А	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		30° - 60°		A	0° - 30°			A	
Cascade occurs 20. Big ears - 4.4.20	No			А	No			Α	
-	Standard technique			А	Special device -	aguired		Α	
Behaviour during big ears	Entry procedure		Standard technique Stable flight		A	Special device required Stable flight			A
Behaviour during big ears Recovery		Spontaneous in 3 to 5 sec			В	Recovery through pilot action in less than a further			В
Dive forward angle on exit		0° - 30°			A	3 sec			A
21. Big Ears in accelerated flight - 4.4.21					,,,	2.2.20			
Entry procedure		Standard technique		А	Special device required			А	
Behaviour during big ears		Stable flight		Α	Stable flight			Α	
Recovery		Spontaneous in 3 to 5 sec		А	Recovery through pilot action in less than a further 3 sec			В	
Dive forward angle on exit		0° - 30°		А	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			А	Yes			А		
Stall or spin occurs No				A	No			A	
23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23									
Procedure works as descibed Procedure suitable for novice pilots					NA NA				NA NA
Cascade occurs	<u> </u>			NA NA				NA NA	
24. Remarks of testpilot:		1				ı			
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