## FTR - Flight Test Report

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

Manufacturer	independence glidere for real-pilots	Type testing No.	EAPR-GS-0501/16	
	Fly Market GmbH & Co.KG Am Schönebach 3 D-87637 Eisenberg	serial number	2k15057	
Model	Gironimo 2	Lagation	Brauneck	
		Location	Gardasee	



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

Date of testing	10.03.2016	Minimum take off weight 65 kg			Maximum take off weight 90 kg			
Testpilot		Sepp Bauer			Mike Küng			
Harness		EAPR Light	EAPR Light EAPR-Testequipment			nt		
Pilot's take off weig	ht	65	kg	1	90	kg		





est-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1		•				
Dising habanian		Smooth, easy and constant rising,		Smooth, easy and constant rising,		
Rising behavior		no pilot correction required  A Shouth, easy and constant issing, no pilot correction required			Α	
Special take off technique required		No A No			Α	
2. Landing - 4.4.2						
Special landing technique required		No	Α	No	Α	
3. Speeds in straight flight - 4.4.3						
Trim speed more than 30km/h		Yes	А	Yes	А	
Speed range using the controls larger than 10km/h		Yes	А	Yes	А	
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		1				
Max. weight in hight up to sokg					-	
Max. weight in flight 80 to 100kg		Increasing > 60cm	А	Increasing > 60cm	Α	
Max. weight in flight greater than 100kg			-		-	
5. Pitch stability exiting accelerated flight - 4.4	1.5					
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А	
Collapse occurs		No	Α	No	Α	
6. Pitch stability operating controls during acc	elerated t	flight - 4.4.6				
Collapse occurs		No	Α	No	Α	
7. Roll stability and damping - 4.4.7						
Oscillations		Reducing	l A	Reducing	А	
8. Stability in gentle spirals - 4.4.8		reducing	A	Reducing		
Tendency to return to straight flight		Spontaneous exit	I A	Spontaneous exit	A	
9. Behaviour exiting a fully developed spiral d	441		A	Spontaneous exit	A	
	ive - 4.4.					
Initial response of glider (first 180°)		Immediate reduction of rate in turn  Spontaneous exit	A	No immediate reaction  Spontaneous exit	B A	
Tendency to return to straight flight Turn angle to recover normal flight		Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A	
		Less than 720 , spontaneous recovery	A	Less than 720 , spontaneous recovery		
10. Symmetric front collapse - 4.4.10		T ::				
Folding lines used Entry		No Rocking back less than 45°	A	No Rocking back less than 45°	A	
,	30%			,		
Recovery	p <sub>0</sub>	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	paedsu	0° - 30° Keeping course	А	0° - 30° Entering a turn of less than 90°	А	
Cascade occurs	r j	No	Α	No	Α	
Entry	> 50%	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	trim speed	30° - 60° Keeping course	В	30° - 60° Keeping course	В	
Cascade occurs		No	Α	No	А	
Entry	20%	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	Ŷ	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	accelerate	30° - 60° Keeping course	В	30° - 60° Keeping course	В	
Cascade occurs		No	Α	No	Α	
11. Exiting deep stall (parachutal stall) - 4.4.1	1	T				
Deep stall achieved		Yes		Yes		
Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit		0° - 30°	Α	0° - 30°	A	
Change of course		Changing course less than 45°	A	Changing course less than 45°		
Cascade occurs		No	Α	No	Α	

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12. High angle of attack recovery - 4.4.12										
Recovery	Spontaneous in less than 3 sec			Α	Spontaneous in	А				
Cascade occurs		No			Α	No			A	
13. Recovery from a developed full stall - 4.4.1										
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			A	
Rocking backward		Less than 45°			A	Less than 45°			A	
Line tension  14. Asymmetric collapse (trim speed) - 4.4.14	Most lines tight			Α	Most lines tight			Α		
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	15° - 45°	Α	
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-	inflation		Α	Spontaneous re	inflation		Α	
Total change of course	trim speed, x 50% colla	Less than 360° No No No No		A	Less than 360°	A				
Collapse on the opposite side occurs	trim ax 50			A	No			A		
Twist occurs Cascade occurs	Ĕ			A	No No			A		
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	90° - 180°	Dive or roll angle	15° - 45°	В	
Change of course until re-illination	apse	V 90	Dire or for unge	10 - 40		90 - 100	Director roll daige	15 - 45		
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re	-inflation		Α	
Total change of course  Collapse on the opposite side occurs	nim s 75%	Less than 360°			A	Less than 360° No No			A	
Twist occurs	max t	No No		Α	Α					
Cascade occurs		No			Α	No			Α	
Change of course until re-inflation	Ф	< 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	I	Α	Spontaneous re	-inflation	1	Α	
Total change of course	accelerated, ıx 50% collap	Less than 360°			A	Less than 360°			A	
Collapse on the opposite side occurs	acoe ax 50	No			A	No No			Α	
Twist occurs Cascade occurs	Ĕ	No No			A	No No			A	
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В	
	d, apse			10 40				10 40		
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re	-inflation		Α	
Total change of course  Collapse on the opposite side occurs	ccele 75%	Less than 360°			A	Less than 360° No			A	
Twist occurs	a max	No No			A	No No			A	
Cascade occurs		No			Α	No			Α	
15. Directional control with a maintained asymmetric Able to keep course straight	metric col	lapse - 4.4.15 Yes			А	Yes			Ι Λ	
180° turn away from the collapsed side possible in			Yes			Yes			A A	
100 turn away norm the collapsed side possible in 10 sec		Yes A Yes								
Amount of control range between turn and stall or s	Amount of control range between turn and stall or spin More that			control travel	Α	More than 50%	Α			
16. Trim speed spin tendency - 4.4.16										
Spin occurs  17. Low speed spin tendency - 4.4.17		No			А	No			Α	
Spin occurs		No A No				А				
18. Recovery from a developed spin - 4.4.18		•								
Spin rotation angle after release		Stops spinning in less than 90°			Α	Stops spinning i	Α			
Cascade occurs		No			Α	No	Α			
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	Α			
Dive forward angle on exit		0° - 30°			Α	30° - 60°	Α			
Cascade occurs				No A						
20. Big ears - 4.4.20										
Entry procedure	Standard technic	que		A	Standard technic	que		A		
Behaviour during big ears		Stable flight  Recovery through pilot action in less than a further			A	Stable flight	A			
Recovery	3 sec	, ,		В	Spontaneous in	iess than 3 sec		A		
Dive forward angle on exit 0° - 30°					Α	0° bis 30°			Α	
21. Big Ears in accelerated flight - 4.4.21					Standard to the	7110		^		
Entry procedure		Standard technique			A	Standard technique			A	
Behaviour during big ears		Stable flight Recovery through	gh pilot action in le	ess than a further	A B	Stable flight			Α	
Recovery  Dive forward angle on exit		Recovery through pilot action in less than a further 3 sec			Spontaneous in 3 to 5 sec			A		
Dive forward angle on exit  Behaviour immediately after releasing the accelarator while		0° - 30°			Α	0° bis 30°			A	
maintaining big ears Stable liight					Α	Stable flight				
23. Alternative means of directional control - 4.4.22										
180° turn achievable in 20 sec	Yes			Α	Yes		А			
Stall or spin occurs	-tier :	No	da	22	Α	No			Α	
23. Any other flight procedure and/or configura Procedure works as descibed	ation desc	ribea in the user	s manual - 4.4.	23	NA				NA	
Procedure suitable for novice pilots				NA						
Cascade occurs  24. Remarks of testpilot:				NA						
2 Activates of testpilot.						L				
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