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-0502/16		
	Fly Market GmbH & Co.KG Am Schönebach 3 D-87637 Eisenberg	serial number	2K15098		
Model	Gironimo 2 23	Landin	Brauneck		
		Location	Achensee		



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 55 kg			Maximum take off weight 80 kg			
Testpilot		Sepp Bauer			Mike Küng			
Harness		EAPR Light		EAPR-Testequ		nt		
Pilot's take off weigl	ht	60	kg	1	80	kg		





Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1						
Pictual desire		Smooth, easy and constant rising,	Smooth, easy and constant rising, Smooth, easy and constant rising			
Rising behavior		no pilot correction required A shouth, easy and constant hising, no pilot correction required			Α	
Special take off technique required		No	Α	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	1	Yes	А	Yes	А	
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α	
4. Control movement - 4.4.4						
Many considers in flight on to OOlea		Increasing > 55cm	А	Increasing > 55cm	Δ.	
Max. weight in flight up to 80kg		increasing > 55cm A		Increasing > 55cm	Α	
Max. weight in flight 80 to 100kg			-		-	
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	flight - 4.4.6				
Collapse occurs		No	Α	No	Α	
7. Roll stability and damping - 4.4.7						
Oscillations		Reducing	A	Reducing	А	
8. Stability in gentle spirals - 4.4.8		reducing		reducing	А	
, , ,		Ct	l A	Ctit	A	
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A	
9. Behaviour exiting a fully developed spiral d	ve - 4.4.					
Initial response of glider (first 180°)		Immediate reduction of rate in turn	A	No immediate reaction	В	
Tendency to return to straight flight Turn angle to recover normal flight		Spontaneous exit	A	Spontaneous exit	A	
•		Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А	
10. Symmetric front collapse - 4.4.10		No				
	lding lines used			No		
Entry	30%	Rocking back less than 45°			A	
Recovery	1	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	peeds	30° - 60° Keeping course	В	30° - 60° Entering a turn of less than 90°	В	
Cascade occurs	j.	No	A	No	A	
Entry	%	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	%05 < pag	Spontaneous in less than 3 sec	А	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	trim speed	30° - 60° Keeping course	В	30° - 60° Entering a turn of less than 90°	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° Entering a turn of less than 90°	В	
Cascade occurs		No	Α	No	А	
11. Exiting deep stall (parachutal stall) - 4.4.11						
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		30° - 60°	В	30° - 60°	В	
Change of course		Changing course less than 45°	Α	Changing course less than 45°	Α	
Cascade occurs		No	Α	No	Α	

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Secretary Secr	12. High angle of attack recovery - 4.4.12									
December						А	Spontaneous in	А		
13. Recovery from a developed in task - 4.4.13	•	•						·		
Section Sect		No			А	No			A	
Compared access a former than colleged No. Less fairs Section A. No. N		30° - 60°			В	30° - 60°			В	
Record probabated Compared on the period of 4-6.14 Compared on control probability Probabili							No collapse			
March 1997 March 1998 Mar										
Processor per per per per per per per per per pe	· ·									
Chargo of course with in-initiation 19	14. Asymmetric collapse (trim speed) - 4.4.14									
Re-introduce behavior Total crisings of course Concess course Conc	Folding lines used		No		1		No	•		
Cancelle concres The concres contract will re-inflation Re-inflation behavior Tool change of course of course Concrete contract will re-inflation Re-inflation behavior Tool change of course could re-inflation Concrete contract will re-inflation Re-inflation behavior Tool change of course could re-inflation Part of course will re-infla	Change of course until re-inflation	esc	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Cancelle concres The concres contract will re-inflation Re-inflation behavior Tool change of course of course Concrete contract will re-inflation Re-inflation behavior Tool change of course could re-inflation Concrete contract will re-inflation Re-inflation behavior Tool change of course could re-inflation Part of course will re-infla		peed, colla	Less than 360° No No			Less than 360°				
Cancelle concres The concres contract will re-inflation Re-inflation behavior Tool change of course of course Concrete contract will re-inflation Re-inflation behavior Tool change of course could re-inflation Concrete contract will re-inflation Re-inflation behavior Tool change of course could re-inflation Part of course will re-infla	ŭ	rim 8								
Change of course wall re-efficiency 98 600" Desire retaining 15" - 45" A 90" - 180" Desire retaining 15" - 45" B		a a								
Sportaneous re-inflation A Sportaneous re-inflation A Sportaneous re-inflation A Clears flat place A Ne A N	Cascade occurs		No	1		Α	No			Α
Clarcage of course until re-inflation From control and the inflation of the properties discovered in the course of the properties discovered in the properties discovered in the course of the properties discovered in the properties discovere	Change of course until re-inflation	Se	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	15° - 45°	В
Clarcage of course until re-inflation From control and the inflation of the properties discovered in the course of the properties discovered in the properties discovered in the course of the properties discovered in the properties discovere	Re-inflation behavior	eed, collap	Spontaneous re-	-inflation		А	Spontaneous re	-inflation		Α
Clarcage of course until re-inflation From control and the inflation of the properties discovered in the course of the properties discovered in the properties discovered in the course of the properties discovered in the properties discovere	Total change of course	n sp 75%	Less than 360°		А	Less than 360°			А	
Clarcage of course until re-inflation From control and the inflation of the properties discovered in the course of the properties discovered in the properties discovered in the course of the properties discovered in the properties discovere		ti ti								
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Re-inflation behavior					15.				4.50	
Cascade accours Change of course until re-inflation Fig. 1	Change of course until re-inflation	- bse	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	Α
Cascade accours Change of course until re-inflation Fig. 1	Re-inflation behavior	rated	Spontaneous re-	-inflation		Α	Spontaneous re	-inflation		Α
Cascade accours Change of course until re-inflation Fig. 1		ccele 50%								
Cascade accours Change of course until re-inflation Fig. 1		max								
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Cascada occurs No A No A Alta Divectional control with a maintained asymmetric collapse - 4.4.15 No No A Yes A Yes A		ac nax i								
15. Directional control with a maintained asymmetric collapse - 4.4.15 Also to keep course straight A Yes A Yes A Yes A Nore than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A Nore than 50% of the symmetric control travel A Stops spinning in less than 90° A Nore A Nore than 50% of the symmetric control travel A Stops spinning in less than 90° A Stops spinning in less than 90° A Nore A Cascade occurs A Nore than 50% of the symmetric control travel A Stops spinning in less than 45° A Changing course less than 45° A Remains stable with straight span A Nore than 50% of Changing course less than 45° A Nore than 50% of Changing course less than 45° A Nore than 50% of Changing course less than 45° A Nore than 50% of Changing course less than 45° A Nor										
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Spin occurs No A No	Amount of control range between turn and stall or	spin	More than 50% of the symmetric control travel			Α	More than 50%	Α		
17. Low speed spin tendency - 4.4.17 Spin occurs No A No A No Bin Recovery from a developed spin - 4.4.18 Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 45° A Stops spinning in less than 40° A Stops spinning in less than 45° A S	16. Trim speed spin tendency - 4.4.16									
Spin occurs No A No A No A No A Recovery from a developed spin - 4.4.18			No			А	No			А
Stope spinning in less than 90° A Cascade occurs No			T.v.				Lvi			
Cascade occurs No A No A No A 19. B-line-stall - 4.4.19 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 Dive forward angle on exit 0° - 30° A No A 20. Big ears - 4.4.20 Entry procedure Standard technique A Recovery Standard technique A Recovery Behaviour during big ears Stable light A Recovery Behaviour during hig ears A Dive forward angle on exit 0° - 30° A Standard technique A Recovery Behaviour during hig ears A Recovery Behaviour during high action in less than a further B By portaneous in less than 3 sec A A Standard technique A Recovery Behaviour during high action in less than a further B By portaneous in 3 to 5 sec B B Dive forward angle on exit 0° - 30° A 0° bis 30° A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Recovery A Recovery A Recovery A Recovery A Recovery Hrough pilot action in less than a further B Spontaneous in 3 to 5 sec B B Sportaneous in 3 t			NO			А	NO			А
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Cascade occurs NA NA										
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L	24. Remarks of testpilot:									
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