



Manufacturer		Type testing No.	EAPR-GS-7402/11
		Date of testing	02.10.2010
Model	Striker L	Location	Schruns



EAPR e.V - Marktstr. 11 - D-87730 Grönenbach - Germany

	Minimum take off weight		Maximum take off weight	
Testpilot	Tschofen Johannes		Anselm Rau	Anselm Rau
Harness	Academy Test Equipment		EAPR Testequipment	
Pilot's take off weight	105 kg		130 kg	

Classification	D
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Test-criteria	Minimum take off weight	Evaluation	Maximum take off weight	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	25 km/h to 30 km/h	B	25 km/h to 30 km/h	B			
4. Control movement - 4.1.4							
Max. weight in flight up to 80kg		-		-			
Max. weight in flight 80 to 100kg		-		-			
Max. weight in flight greater than 100kg	Increasing 35cm - 50cm	D	Increasing 35cm - 50cm	D			
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 3 to 5 sec	B	Spontaneous in 3 to 5 sec	B		
Dive forward angle on exit		0° - 30°	Entering a turn of less than 90°	A	0° - 30°	Entering a turn of less than 90°	A
Cascade occurs		No	A	No	A		
Entry	accelerated	Rocking back less than 45°	A	Rocking back less than 45°	A		
Recovery		Spontaneous in 3 to 5 sec	B	Spontaneous in 3 to 5 sec	B		
Dive forward angle on exit		30° - 60°	Entering a turn of less than 90°	B	30° - 60°	Entering a turn of less than 90°	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	30° - 60°	B		30° - 60°	B				
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 3 to 5 sec	C		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	15° - 45°	A	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	trim speed, max 75% collapse	90° - 180°	Dive or roll angle	45° - 60°	C	90° - 180°	Dive or roll angle	45° - 60°	C
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	Yes, no turn reversal		C		
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° - 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	Yes, no turn reversal		C		
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	45° - 60°	C	90° - 180°	Dive or roll angle	45° - 60°	C
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	Yes, no turn reversal		C		
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		25% to 50% of the symmetric control travel	C				
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 90° to 180°	C		Stops spinning in 90° to 180°	C				
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		30° - 60°	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	Recovery through pilot action in less than a further 3 sec	B		Recovery through pilot action in less than a further 3 sec	B				
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	Recovery through pilot action in less than a further 3 sec	B		Recovery through pilot action in less than a further 3 sec	B				
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	Turn remains constant	D	Turn remains constant	D
Turn angle to recover normal flight	Yes	D	Yes	D
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:				
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