



European Academy of Parachute Rigging e.V - Luitpoldstr. 30 - D87700 Memmingen - Germany Under approval of EPTA European Paraglider Testlaboratory Alicane

	Minimum take off we	eight	Maximum take off we <u>ight</u>		
Testpilot	Markus Mittelberger		Johannes Tschofen		
Harness	SupAir Altix XS	\$600	Academy Gurtzeug		
Pilot's take off weight	60 kg	_ع الد	80 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	А	Smooth, easy and constant rising	А
Special take off technique required		No	А	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	A	Yes	Α
Speed range using the controls larger than 10km/h	l	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		Increasing > 55cm	А	Increasing > 55cm	А
Max. weight in flight 80 to 100kg			-		-
Max. weight in flight greater than 100kg			-		-
5. Pitch stability exiting accelerated flight - 4.4.	.5	I			
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
apse occurs		No	Α	No	Α
6. Pitch stability operating controls during acce	elerated fl	ight - 4.4.6			
Collapse occurs		No	A	No	А
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	A	Reducing	Α
8. Stability in gentle spirals - 4.4.8		-		-	
endency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn - 4.4.9				·	
Sink rate after two turns		12m/s to 14m/s	Α	More than 14m/s	В
10. Symmetric front collapse - 4.4.10					
Entry		Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	trim speed	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	. <u>E</u>	0° - 30° Keeping course	Α	0° - 30° Entering a turn of less than 90°	Α
Cascade occurs	=	No	A	No	A
Entry	р	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	ate	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	accelerated	0° - 30° Keeping course	A	30° - 60° Keeping course	В
Cascade occurs	Ď	No	А	No	А

44 Eviting doop stall (parachutal stall) 4.4.44									
11. Exiting deep stall (parachutal stall) - 4.4.11					Yes				
Deep stall achieved									
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°			Α
Change of course			e less than 45°		A	Changing course	e less than 45°		A
Cascade occurs		No			А	No			А
12. High angle of attack recovery - 4.4.12		I				1			
Recovery	Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α	
Cascade occurs		No			Α	No			Α
13. Recovery from a developed full stall - 4.4.1	3	•				•			
Dive forward angle on exit		0° - 30°			А	0° - 30°			А
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse)		No			Α	No			Α
Rocking backward Line tension		Less than 45°			A	Less than 45° Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.4.14		Most lines tight		Α	Most lines tight			Α	
14. Asymmetric conapse (trim speed) = 4.4.14	1	I		I					
Change of course until re-inflation	Se Se	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	ab 'g	Spontaneous ro	inflation		Α	Spontaneous re-	inflation	I.	Α
	trim speed, max 50% collapse	Spontaneous re-inflation				· ·			
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	t than	No			A	No			A A
Cascade occurs	1 -	No			A	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
Change of Course until re-inhadon	bse	30 - 100	5 or row angle	10 - 40	Б	30 - 100	5.50 or roll alligle	10 - 40	В
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	ds .	Less than 360°			A	Less than 360°			Α
Collapse on the opposite side occurs	trim x 75	No			A	No			A
Twist occurs	ma	No			А	No			Α
Cascade occurs		No			Α	No			Α
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	А
Change of course until re-inflation	accelerated, max 50% collapse	90 - 160	Dive or roll angle	15 - 45	Ь	< 90	Dive or roll angle	15 - 45	А
Re-inflation behavior	accelerated, x 50% collap	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	slera % c	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	3CC6 x 50	Less than 360°			A	No	A		
Twist occurs	ma)	No			A	No			A
Cascade occurs		No			А	No			Α
Change of course until re-inflation	o)	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
-	accelerated, max 75% collapse		1				1		
Re-inflation behavior	accelerated, ıx 75% collap	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	selei 5%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	ax 7	No			Α	No			Α
Twist occurs Cascade occurs	É	No No			A	No No			A A
15. Directional control with a maintained asymi	motric co				A	INO			А
Able to keep course straight	illeti ic co	Yes			А	Yes			А
*									
180° turn away from the collapsed side possible in	10 sec	Yes			Α	Yes			Α
Amount of control range between turn and stall or	spin	More than 50% of the symmetric control travel			А	More than 50% of the symmetric control travel			Α
-	Wore than 30% of the symmetric control travel			A More than 50% of the symmetric control travel			ona or traver	,,	
16. Trim speed spin tendency - 4.4.16		T							
Spin occurs		No			А	No			A
17. Low speed spin tendency - 4.4.17		Line				LNI			
Spin occurs		No			А	No			Α
18. Recovery from a developed spin - 4.4.18									
Spin rotation angle after release	Spin rotation angle after release		Stops spinning in less than 90°			Stops spinning in less than 90°			Α
Cascade occurs	No			А	No			Α	
19. B-line-stall - 4.4.19									•
Change of course before release		Changing course	e less than 45°		А	Changing course	e less than 45°		Α
•		Remains stable with straight span		A	Remains stable with straight span			A	
Denaviour perore release		Remains stable with straight span		A	Tromains stable	orangin spall		A	
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
Dive forward angle on exit		0° - 30°		A	0° - 30°			A	
Cascade occurs		No			A	No			A
20. Big ears - 4.4.20									
Entry procedure		Special device r	equired		Α	Special device r	equired		А
Zinii) procodure		Special device required			Special device required				
Dobovious during him and		Ctoble #1:-1:	Stable flight		Α	Stable flight			A
Behaviour during big ears							Spontaneous in 3 to 5 sec		
Behaviour during big ears Recovery		Stable flight Spontaneous in	less than 3 sec		A	Spontaneous in	3 to 5 sec		В
			less than 3 sec			Spontaneous in 0° bis 30°	3 to 5 sec		A
Recovery		Spontaneous in	less than 3 sec		А		3 to 5 sec		
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight -4.4.21		Spontaneous in 0° - 30°			A	0° bis 30°			A
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure		Spontaneous in 0° - 30° Special device re			A A	0° bis 30° Special device re			A
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight -4.4.21		Spontaneous in 0° - 30°			A	0° bis 30° Special device re Stable flight	equired	on there - f. II	A
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure		Spontaneous in 0° - 30° Special device re	equired		A A	0° bis 30° Special device re Stable flight Recovery throug		ss than a further	A
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears		Spontaneous in 0° - 30° Special device n Stable flight	equired		A A A	0° bis 30° Special device re Stable flight	equired	ss than a further	A A
Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery	ator while	Spontaneous in 0° - 30° Special device n Stable flight Spontaneous in	equired		A A A A	Special device ro Stable flight Recovery throug 3 sec	equired	ss than a further	A A B

22. Behaviour exiting a steep spiral - 4.4.22				
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
23. Alternative means of directional control - 4	.4.23			
180° turn achievable in 20 sec	Yes	А	Yes	Α
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configura	ation described in the user's manual - 4.4.24			
Procedure works as descibed		NA		NA
Procedure suitable for novice pilots		NA		NA
Cascade occurs		NA		NA
25. Remarks of testpilot:				
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