Manufacturer		Type testing No.	EAPR-GS-7435/11	The second secon
		Date of testing	2327.05.2011	AEAPRI
Model	Factor 2 M	Location	Achensee	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirm

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

	Minimum take off we	eight	Maximum take off weight		
Testpilot	Mike Küng	A	Tschofen Johannes	8	
Harness	Academy-Equipment	12	Academy Test Equipment		
Pilot's take off weight	90 kg		110 kg		

Classification





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	А	Smooth, easy and constant rising	А
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	А	Yes	Α
Speed range using the controls larger than 10km/h	I	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing 45cm - 60cm	С		-
Max. weight in flight greater than 100kg			-	Increasing 50cm - 65cm	С
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 acce	elerated fl	ight - 4.1.6			
Collapse occurs No		No	А	No	A
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply banked turn - 4.1.9					
Sink rate after two turns		12m/s to 14m/s	А	More than 14m/s	В
10. Symmetric front collapse - 4.1.10					
Entry	73	Rocking back less than 45°	A	Rocking back less than 45°	Α
Recovery	trim speed	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	А
Dive forward angle on exit	<u>.</u>	30° - 60° Entering a turn of less than 90°	В	0° - 30° Keeping course	A
Cascade occurs	t	No	A	No	A
Entry	p	Rocking back less than 45°	А	Rocking back less than 45°	A
Recovery	accelerated	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	А
Dive forward angle on exit	acce	30° - 60° Entering a turn of 90° to 180°	С	30° - 60° Keeping course	В
Cascade occurs	10	No	A	No	A

11. Exiting deep stall (parachutal stall) - 4.1.11									
Deep stall achieved		Yes				Yes			
				٨				^	
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit Change of course		30° - 60° Changing course less than 45°			B	0° - 30° Changing course less than 45°			A
Cascade occurs		No	1000 (11011 40		A	No	1000 (11011 40		A
12. High angle of attack recovery - 4.1.12		•							
Recovery		Spontaneous in	less than 3 sec		А	Spontaneous in	3 to 5 sec		С
Cascade occurs		No			A	No			A
13. Recovery from a developed full stall - 4.1.1	3	110			A				A
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse) Rocking backward		No			A	No			A
Line tension		Less than 45° Most lines tight			A	Less than 45° Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14									
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	0° - 15°	Α
	bse	90 - 180	Dive of foil angle	13 - 45	В	< 90	Dive of foil aligie	0 - 15	~
Re-inflation behavior	colla	Spontaneous re-	inflation		А	Spontaneous re-	inflation		A
Total change of course	trim speed, max 50% collapse	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim ax 50	No			A	No			A
Twist occurs Cascade occurs	E	No No			A	No No			A
			Dive or rell!-	AE9 600			Dive or roll angle	160 450	
Change of course until re-inflation	pse	90° - 180°	Dive or roll angle	45° - 60°	C	90° - 180°	uve or roll angle	15° - 45°	В
Re-inflation behavior	trim speed, trim speed, max 75% collapse	Spontaneous re-	inflation		А	Spontaneous re-	inflation		А
Total change of course	ds u	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim ax 75	No			А	No			A
Twist occurs	Ĕ	No No			A	No			A
Cascade occurs		INU	T	1	A	No	T	1	A
Change of course until re-inflation	Ð	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	А
De inflation behavior	accelerated, max 50% collapse		inflation		٨	Constant of the second second	inflation		٨
Re-inflation behavior	erate 6 col	Spontaneous re-	Inflation		A	Spontaneous re-	Inflation		A
Total change of course Collapse on the opposite side occurs	50%	Less than 360° No			A	Less than 360° No			A
Twist occurs	nax	No			A	No			A
Cascade occurs	_	No			A	No			A
Change of course until re-inflation	bse	180° - 360°	Dive or roll angle	45° - 60°	С	180° - 360°	Dive or roll angle	45° - 60°	С
	accelerated, max 75% collapse	-							
Re-inflation behavior	accelerated, x 75% colla <sub>f</sub>	Spontaneous re-	inflation		A	Spontaneous re-	inflation		A
Total change of course	cele 75%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	ac	No No			A	No No			A
Cascade occurs	-	No			A	No			A
15. Directional control with a maintained asym	metric co	llapse - 4.1.15							
Able to keep course straight		Yes			A	Yes			A
180° turn away from the collapsed side possible in	10 sec	Yes			А	Yes			А
Amount of control range between turn and stall or	coin	25% to 50% of the symmetric control travel		С	25% to 50% of the symmetric control travel		rol travel	С	
-	spin	25% 10 50% 01 1	le symmetric com		C	25% 10 50% 01 1	le symmetric com		C
16. Trim speed spin tendency - 4.1.16		1							
Spin occurs		No			A	No			A
17. Low speed spin tendency - 4.1.17 Spin occurs		No			А	No			A
18. Recovery from a developed spin - 4.1.18					A				A
		Characteristic in the	0084: 1003		С	Characterist is a	000 44 1000		
	Spin rotation angle after release		Stops spinning in 90° to 180°			Stops spinning in 90° to 180°			C
Cascade occurs			No			No			A
19. B-line-stall - 4.1.19		Chorning	loss than 150			Charaita	loss than 150		
Change of course before release		Changing course			A	Changing course			A
Behaviour before release		Remains stable	with straight span		А	Remains stable	with straight span		A
Recovery		Spontaneous in	less than 3 sec		А	Spontaneous in	less than 3 sec		А
Dive forward angle on exit		30° - 60°				0° - 30°			
Cascade occurs		No			A	No			A
20. Big ears - 4.1.20									
Entry procedure		Special device re	equired		А	Special device re	equired		А
			syuneu				squileu		
Behaviour during big ears		Stable flight			A	Stable flight			A
Recovery		Spontaneous in	less than 3 sec		A	Spontaneous in less than 3 sec			A
		0° - 30°			А	0° bis 30°			A
Dive forward angle on exit									
Dive forward angle on exit         21. Big Ears in accelerated flight - 4.1.21					А	Special device re	equired		А
•		Special device re	equired		A	Special device required Stable flight			
21. Big Ears in accelerated flight - 4.1.21		Special device re Unstable flight	equired		C	Stable flight			A
21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears		Unstable flight			С	Stable flight	-		A
21. Big Ears in accelerated flight - 4.1.21         Entry procedure         Behaviour during big ears         Recovery		Unstable flight Spontaneous in			C A	Stable flight Spontaneous in	-		А
21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears	ator while	Unstable flight			С	Stable flight	-		

22. Behaviour exiting a steep spiral - 4.1.22				
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	720° to 1080°, spontaneous recovery	С	Less than 720°, spontaneous recovery	А
23. Alternative means of directional control - 4	.1.23			
180° turn achievable in 20 sec	Yes	А	Yes	А
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configura	ation described in the user's manual - 4.1.24			
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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