FTR - Flight Test Report

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

Manufacturer	VC A A O	Type testing No.	EAPR-GS-0336/15	
	ICARO Paragliders Hochrießstraße 1 D-8316 Flintsbach	serial number	010aqlf120	
Model	Aquilla 20	Logotion	Walensee	
		Location	Schruns	



Rev. 2.2 - 09.10.2014 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing	1314.11.2014	Minimum take 75 kg		Maximum take off weight 95 kg			
Testpilot		Mike Küng		Hannes Tschofen			
Harness		Eapr-Test Equipmen	t	EAPR-Testequipment	nt		
Pilot's take off weig	jht	75	kg	95 kg			





Test-criteria	criteria		e off weight	Evaluation	Maximum take off weight	Evaluation		
1. Inflation / take-off - 4.4.1					•			
Rising behavior	or .		rection is required	В	Easy rising, some pilot correction is required	В		
Special take off technique required		No		Α	No	А		
2. Landing - 4.4.2								
Special landing technique required		No		A	No	А		
3. Speeds in straight flight - 4.4.3		140			110			
Trim speed more than 30km/h		Yes		A	Yes	l A		
Speed range using the controls larger than 10km	/h	Yes		A	Yes	A		
			-					
Minimum speed		Less than 25 k	km/h	Α	25 km/h to 30 km/h	В		
4. Control movement - 4.4.4		1						
Max. weight in flight up to 80kg				-		-		
Max. weight in flight 80 to 100kg		Increasing > 60cm		А	Increasing 45cm - 60cm	С		
Max. weight in flight greater than 100kg				-		-		
5. Pitch stability exiting accelerated flight - 4.	4.5							
Dive forward angle on exit		Dive forward less than 30°		Α	Dive forward less than 30°	Α		
Collapse occurs		No		Α	No	Α		
6. Pitch stability operating controls during ac	celerated t	flight - 4.4.6						
Collapse occurs		No		Α	No	Α		
7. Roll stability and damping - 4.4.7								
Oscillations		Reducing		Α	Reducing	А		
8. Stability in gentle spirals - 4.4.8								
Tendency to return to straight flight		Spontaneous e	exit	A	Spontaneous exit	A		
9. Behaviour exiting a fully developed spiral of	dive - 4.4.		7/11	, , ,	Openiarios de Onic			
Initial response of glider (first 180°)		No immediate reaction		В	No immediate reaction	В		
Tendency to return to straight flight		Spontaneous exit		A	Turn remains constant	D		
Turn angle to recover normal flight		720° to 1080°,	spontaneous recovery	В	With pilot action	D		
10. Symmetric front collapse - 4.4.10		•						
Folding lines used		No			No			
Entry	*	Rocking back less than 45°		Α	Rocking back less than 45°	Α		
Recovery	%0° ~ p	Spontaneous i		В	Spontaneous in 3 to 5 sec	В		
Dive forward angle on exit	paeds	30° - 60°	Entering a turn of less than 90°	В	30° - 60° Keeping course	В		
Cascade occurs	Ē	No		A	No	A		
Entry	%09	Rocking back I	ess than 45°	A	Rocking back less than 45°	A		
Recovery	Ä	Spontaneous in 3 to 5 sec		В	Spontaneous in 3 to 5 sec	В		
Dive forward angle on exit	peeds u	30° - 60°	Entering a turn of less than 90°	В	30° - 60° Keeping course	В		
Cascade occurs	trii	No		A	No	A		
Entry	50%	Rocking back I	ess than 45°	Α	Rocking back less than 45°	Α		
Recovery	accelerated > 5	Spontaneous i	n 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В		
Dive forward angle on exit	Delera	30° - 60°	Entering a turn of less than 90°	В	30° - 60° Entering a turn of less than 90°	В		
Cascade occurs	ac	No		Α	No	Α		
11. Exiting deep stall (parachutal stall) - 4.4.1	1							
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°	B A		
hange of course		0 0	se less than 45°	Α	Changing course less than 45°			
Cascade occurs		No		Α	No			

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12. High angle of attack recovery - 4.4.12									
Recovery	Spontaneous in less than 3 sec			А	Spontaneous in	С			
Cascade occurs		No			A	No			A
13. Recovery from a developed full stall - 4.4.13		IVO							
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse No			A
Rocking backward		Less than 45°			Α	Less than 45°			
Line tension 14. Asymmetric collapse (trim speed) - 4.4.14		Most lines tight			А	Most lines tight			А
Folding lines used		No				No			
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	А
	trim speed, max 50% collapse								
Re-inflation behavior	trim speed, x 50% colla	Spontaneous re-inflation		А	Spontaneous re			А	
Total change of course Collapse on the opposite side occurs	trim s c 50%	Less than 360° No		A	Less than 360° No No			A	
Twist occurs	ma ,	No		A				Α	
Cascade occurs		No	1	1	A	No			A
Change of course until re-inflation	esc	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re	e-inflation		А
Total change of course	trim speed, x 75% colla	Less than 360°		A	Less than 360° No			A	
Collapse on the opposite side occurs	trin ax 7	No		Α				A	
Twist occurs Cascade occurs	Ε	No No			A	No No			A
		ı	1	I			1		
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	-inflation		Α	Spontaneous re	e-inflation		А
Total change of course	accelerated, x 50% collap	Less than 360°			Α	Less than 360°			А
Collapse on the opposite side occurs	acc ax 5	No			Α	No			А
Twist occurs Cascade occurs	Ë	No No			A	No No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	45° - 60°	C	90° - 180°	Dive or roll angle	45° - 60°	C
Orlange of course until te illimation	apse	30 100	Dire or for ange	40 00	0	30 100	Dive or rost unge	40 00	
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course	xele 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	ı	No			A	No	A		
15. Directional control with a maintained asymm	metric col	lapse - 4.4.15							
Able to keep course straight		Yes A			Α	Yes			Α
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 A More than 50% of the symmetric control			control travel	А			
16. Trim speed spin tendency - 4.4.16									
Spin occurs		No			A	No			Α
17. Low speed spin tendency - 4.4.17		NO			, ,,				
Spin occurs		No			Α	A No			
18. Recovery from a developed spin - 4.4.18									
Spin rotation angle after release		Stops spinning in less than 90°			Α	Stops spinning in 90° to 180°			С
Cascade occurs		No			А	No	А		
19. B-line-stall - 4.4.19						·			
Change of course before release		Changing course less than 45°			А	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		А	Spontaneous in less than 3 sec			А	
Dive forward angle on exit		0° - 30°		A	30° - 60°			A	
Cascade occurs	No No			A	No	A			
20. Big ears - 4.4.20									
Entry procedure	Standard technique			Α	Special device	Α			
Behaviour during big ears		Stable flight			Α	Unstable flight			С
Recovery		Spontaneous in less than 3 sec			А	Spontaneous in 3 to 5 sec			В
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			А	Special device	А			
Behaviour during big ears		Stable flight		A	Stable flight			A	
Recovery		Spontaneous in less than 3 sec		A				A	
•			iooo iilaii o SEC			Spontaneous in 3 to 5 sec			
Dive forward angle on exit Behaviour immediately after releasing the accelarator while		0° - 30°		A	0° bis 30°			A C	
maintaining big ears	Stable flight			А	Unstable flight				
23. Alternative means of directional control - 4	1.4.22	1							
180° turn achievable in 20 sec	Yes			Α	Yes	А			
Stall or spin occurs	No			Α				А	
23. Any other flight procedure and/or configura	ation desc	cribed in the user	's manual - 4.4.	23					
Procedure works as descibed					NA NA				NA NA
Procedure suitable for novice pilots Cascade occurs					NA NA	-			NA NA
24. Remarks of testpilot:									
		L				L			

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