FTR - Flight Test Report

| Manufacturer | | Type testing No. | EAPR-GS-0337/15 | 1=1) |
|--------------|---|------------------|----------------------|--|
| | ICARO paragliders Hochriesstraße 1 D-83126 Flintsbach | serial number | 09x-ridef122 | Messen Prüfen Bewerten Rev. 2.2 - 09.10.2014 |
| Model | Aquila 22 | Leastion | Walensee | EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany |
| | | - Location | Schruns und Walensee | |

weise, vervielfältigt werden.

| Date of testing | 1314.11.2014 | Minimum take 80 kg | | eight | Maximum take off weight 105 kg | | |
|-----------------------|--------------|-----------------------|----|-------|-----------------------------------|----|-----------|
| Testpilot | | Mike Küng | | | Anselm Rauh | | (CAR) |
| Harness | | Eapr-Test Equipment | | | EAPR leicht | | 125K |
| Pilot's take off weig | ıht | 80 | kg | 1 Co | 106 | kg | ATTACK ST |

| Classification | D |
|----------------|---|
| | |



| Test-criteria | | Minimum take off weight | Evaluation | Maximum take off weight | Evaluatio |
|--|-------------------|---|------------|---|-----------|
| 1. Inflation / take-off - 4.4.1 | | | | | |
| Rising behavior | | Easy rising, some pilot correction is required | В | Easy rising, some pilot correction is required | В |
| Special take off technique required | | No | A | No | A |
| 2. Landing - 4.4.2 | | | | | |
| Special landing technique required | | No | А | No | А |
| 3. Speeds in straight flight - 4.4.3 | | | | | |
| Trim speed more than 30km/h | | Yes | A | Yes | A |
| Speed range using the controls larger than 10km/l | h | Yes | А | Yes | А |
| Minimum speed | | Less than 25 km/h | А | 25 km/h to 30 km/h | В |
| 4. Control movement - 4.4.4 | | · | | | |
| Max. weight in flight up to 80kg | | | - | | - |
| Max. weight in flight 80 to 100kg | | Increasing > 60cm | А | | - |
| Max. weight in flight greater than 100kg | | | - | Increasing 50cm - 65cm | С |
| 5. Pitch stability exiting accelerated flight - 4.4 | 4.5 | | | | |
| Dive forward angle on exit | | Dive forward less than 30° | А | Dive forward less than 30° | А |
| Collapse occurs | | No | A | No | A |
| 6. Pitch stability operating controls during acc | elerated | flight - 4.4.6 | • | | |
| Collapse occurs | | No | А | No | A |
| 7. Roll stability and damping - 4.4.7 | | | | | |
| Oscillations | | Reducing | А | Reducing | А |
| 8. Stability in gentle spirals - 4.4.8 | | Reddeing | | Reducing | A |
| | | Constant out | | Constant out | ٨ |
| Tendency to return to straight flight | | Spontaneous exit | A | Spontaneous exit | A |
| 9. Behaviour exiting a fully developed spiral d | IVE - 4.4. | | | | |
| Initial response of glider (first 180°) | | No immediate reaction | B | Immediate increase in rate of turn | С |
| Tendency to return to straight flight Turn angle to recover normal flight | | Spontaneous exit | AB | Turn remains constant With pilot action | D |
| - | | 720° to 1080°, spontaneous recovery | D | With plot action | U |
| 10. Symmetric front collapse - 4.4.10 | | | _ | | _ |
| Folding lines used | | No 150 | | No | |
| Entry | ~ 30% | Rocking back less than 45° | A | Rocking back less than 45° | A |
| Recovery | | Spontaneous in 3 to 5 sec | В | Spontaneous in less than 3 sec | A |
| Dive forward angle on exit | peed u | 30° - 60° Entering a turn of less than 90° | В | 0° - 30° Keeping course | A |
| Cascade occurs | trij | No | A | No | A |
| Entry | > 50% | Rocking back less than 45° | A | Rocking back less than 45° | A |
| Recovery | s > 5 | Spontaneous in 3 to 5 sec | В | Spontaneous in 3 to 5 sec | В |
| Dive forward angle on exit | trim sp | 30° - 60° Entering a turn of less than 90° | В | 0° - 30° Keeping course | A |
| Cascade occurs | - | No | A | No | A |
| Entry | 50% | Rocking back less than 45° | A | Rocking back less than 45° | A |
| Recovery | accele rate d > : | Spontaneous in 3 to 5 sec | В | Spontaneous in 3 to 5 sec | В |
| Dive forward angle on exit Cascade occurs | accele | 30° - 60° Entering a turn of less than 90° No | B | 30° - 60° Entering a turn of less than 90° No | B |
| 11. Exiting deep stall (parachutal stall) - 4.4.1 | 1 | | A | | A |
| Deep stall achieved | | Yes | | Yes | |
| Recovery | | Spontaneous in less than 3 sec | А | Spontaneous in less than 3 sec | A |
| Dive forward angle on exit | | 30° - 60° | В | 30° - 60° | В |
| Change of course | | Changing course less than 45° | A | Changing course less than 45° | A |
| Cascade occurs | | No | A | No | A |

| Recovery | | Spontaneous in less than 3 sec | | | А | Spontaneous in less than 3 sec | | | А |
|---|----------------------------------|--|---|----------------|---|---|--|----------------|---|
| Cascade occurs | | No | | | A | No | | A | |
| 13. Recovery from a developed full stall - 4.4 | 4.13 | | | | | | | | |
| 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 Less than 45° | | | A A | No Less than 45° | | | A |
| Line tension | | Most lines tight | | | A | | | | A |
| 14. Asymmetric collapse (trim speed) - 4.4.1 | 4 | | | | | | | | |
| Folding lines used | | No | | I | | No | | | |
| Change of course until re-inflation | e | 90° - 180° | Dive or roll angle | 15° - 45° | В | < 90° | Dive or roll angle | 15° - 45° | A |
| Re-inflation behavior | ad, ollap; | Spontaneous re-inf | flation | | А | Spontaneous re- | -inflation | | А |
| Total change of course | spee | Less than 360° | | | A | Less than 360° | | | |
| Collapse on the opposite side occurs | trim speed, max 50% collapse | No | | | A | No No | | | A |
| Twist occurs | ŝ | No No | | | A | | | | A |
| Cascade occurs | | | | | A | No | | | A |
| Change of course until re-inflation | se | 90° - 180° | Dive or roll angle | 15° - 45° | В | 90° - 180° | Dive or roll angle | 45° - 60° | С |
| Re-inflation behavior | sed, collap | Spontaneous re-inf | flation | | А | Spontaneous re- | -inflation | | А |
| Total change of course | n spe | Less than 360° | | | A | Less than 360° | | | A |
| Collapse on the opposite side occurs | | No | | | А | No | | | A |
| Twist occurs Cascade occurs | E | No No | | | A | No No | | | A |
| | | | | | 1 | | | | |
| Change of course until re-inflation | 8e | 90° - 180° | Dive or roll angle | 15° - 45° | В | < 90° | Dive or roll angle | 15° - 45° | A |
| Re-inflation behavior | ated, ollap | Spontaneous re-inf | flation | | А | Spontaneous re- | -inflation | | А |
| Total change of course | eler: 0% c | Less than 360° | | | A | Less than 360° | | | A |
| Collapse on the opposite side occurs | accelerated, max 50% collapse | No | | | A | No | | | A |
| Twist occurs Cascade occurs | Ē | No No | | | A | No No | | | A |
| Change of course until re-inflation | | | Dive or roll angle | 45° - 60° | c | 90° - 180° | Dive or roll angle | 45° - 60° | c |
| | accelerated, max 75% collapse | | - | .0 00 | | - | | .0 00 | - |
| Re-inflation behavior | colla | Spontaneous re-inf | flation | | A | Spontaneous re- | -inflation | | A |
| Total change of course | ccele 75% | Less than 360° | | | A | Less than 360° | | | A |
| Collapse on the opposite side occurs Twist occurs | max | No No | | | A A | No No | | | A |
| Cascade occurs | | No | | | А | No | | | А |
| 15. Directional control with a maintained asy | mmetric co | llapse - 4.4.15 | | | | | | | |
| Able to keep course straight | | Yes | | | | | | | |
| 180° turn away from the collapsed side possible in 10 sec | | | | | A | Yes | | | A |
| 180° turn away from the collapsed side possible | in 10 sec | Yes | | | A | Yes | | | A |
| 180° turn away from the collapsed side possible Amount of control range between turn and stall of | | Yes More than 50% of t | the symmetric (| control travel | | Yes | of the symmetric of | control travel | |
| Amount of control range between turn and stall of | | | the symmetric (| control travel | A | Yes | of the symmetric o | control travel | A |
| | | | the symmetric o | control travel | A | Yes | of the symmetric of | control travel | A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 | | More than 50% of t | the symmetric (| control travel | A A | Yes More than 50% | of the symmetric o | control travel | A A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs | or spin | More than 50% of t | the symmetric o | control travel | A A | Yes More than 50% | of the symmetric o | control travel | A A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 | or spin | More than 50% of t | the symmetric o | control travel | A A A | Yes More than 50% | of the symmetric o | control travel | A A A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs | or spin | More than 50% of t | | control travel | A A A | Yes More than 50% | | control travel | A A A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 | or spin | More than 50% of t | | control travel | A A A A | Yes More than 50% No No | | control travel | A A A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release | or spin | More than 50% of t | | control travel | A A A A | Yes More than 50% No No Stops spinning in | | control travel | A A A A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs | or spin | More than 50% of t | ess than 90° | control travel | A A A A | Yes More than 50% No No Stops spinning in | n less than 90° | control travel | A A A A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 | or spin | More than 50% of t | ess than 90° | | A A A A A A | Yes More than 50% No Stops spinning in No Changing course | n less than 90° | | A A A A A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release | or spin | More than 50% of t No Stops spinning in le No Changing course le Remains stable with | ess than 90° ess than 45° th straight span | | A A A A A A A A | Yes More than 50% No Stops spinning in No Changing course Remains stable | n less than 90° e less than 45° with straight span | | A A A A A A A A |
| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery | or spin | More than 50% of t No Stops spinning in le No Changing course le Remains stable witt Spontaneous in les | ess than 90° ess than 45° th straight span | | A A A A A A A A A | Yes More than 50% No Stops spinning in No Changing course | n less than 90° e less than 45° with straight span | | A A A A A A A A A |
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| Amount of control range between turn and stall of 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin cocurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure | or spin | More than 50% of t No No Stops spinning in le No Changing course le Remains stable witt Spontaneous in les 0° - 30° No Standard technique | ess than 90° ess than 45° th straight span as than 3 sec | | A A A A A A A A A A A A A A A | Yes More than 50% No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Special device r | n less than 90° e less than 45° with straight span less than 3 sec equired | | A A A A A A A A A A A A A A A |
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