Manufacturer		Type testing No.	EAPR-GS-7617/12	
		Location	Schruns	
Model	SuSi S	Bad Grönenbach:	17.08.12	



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

	Minimum take off we	eight	Maximum take off weight		
Date of testing	16.07.12		24.06.12		
Testpilot	Hannes Tschofen		Anselm Rauh		
Harness	Academy light Equipment		EAPR Testequipment		
Pilot's take off weight	80 kg		110 kg		

Classification	Α
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Test-criteria		41106	Evaluation	41085	Evaluation
1. Inflation / take-off - 4.1.1					
Rising behavior		Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique required		No	А	No	А
2. Landing - 4.1.2					
Special landing technique required		No	Α	No	Α
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes	Α	Yes	Α
Speed range using the controls larger than 10km/	h	Yes	Α	Yes	Α
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement - 4.1.4					
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 >65 cm	А
5. Pitch stability exiting accelerated flight - 4.1	.5				
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No A No		No	Α
6. Pitch stability operating controls during account	elerated fl	ight - 4.1.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	Α	Reducing	Α
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn - 4.1.9			<del>.</del>	•	¥
Sink rate after two turns		Up to 12m/s	Α	12m/s to 14m/s	Α
10. Symmetric front collapse - 4.1.10					
Entry	7	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	trim speed	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	Ë	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs	+	No	А	No	Α
Entry	D.	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	accelerated	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	CCe	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs		No	Α	No	Α
11. Exiting deep stall (parachutal stall) - 4.1.11					

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Deep stall achieved		Yes				Yes			
Recovery		Yes Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
•		0° - 30°			·				
Dive forward angle on exit  Change of course		0° - 30°  Changing course less than 45°		A	0° - 30°  Changing course less than 45°			A	
Cascade occurs		No		A	No			A	
12. High angle of attack recovery - 4.1.12									
Recovery		Spontaneous in I	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 - 4.1.1	3	1.10			, , ,	1.15			, , ,
Dive forward angle on exit		0° - 30°			Α	0° - 30°			Α
Collapse		No collapse No			A	No collapse No			A
Cascade occurs (other than collapse)  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	esc	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	0° - 15°	А
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation			Α	Spontaneous re-	Α		
Total change of course	trim speed, x 50% colla	Less than 360°	Less than 360°			Less than 360°	Α		
Collapse on the opposite side occurs	trir ax 5	No			Α	No			Α
Twist occurs  Cascade occurs	Ē	No No			A	No No			A A
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
	trim speed, max 75% collapse		_	15° - 45°			, and the second	15° - 45°	
Re-inflation behavior	trim speed, x 75% colla	Spontaneous re-inflation			Α	Spontaneous re-	inflation		Α
Total change of course	im s 75%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	tr	No No			A	No No			A A
Cascade occurs	_	No			A	No			A
Change of course until re-inflation	0	< 90°	Dive or roll angle	0° - 15°	А	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	inflation		Α	Spontaneous re-	inflation		Α
Total change of course	elera % c	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	aco ax 5(	No			Α	No			Α
Twist occurs  Cascade occurs	Ë	No No			A	No No			A
Change of course until re-inflation	0	< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A A
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-	inflation		A	Spontaneous re-	inflation		A
Total change of course	accelerated, x 75% collap	Less than 360°			A	Less than 360°			Α
Collapse on the opposite side occurs	acce x 75	No			A	No			A
Twist occurs Cascade occurs	ma	No No			A	No No			A
15. Directional control with a maintained asym	metric col				Α	NO			Α
Able to keep course straight		Yes			А	Yes			Α
180° turn away from the collapsed side possible in	10 sec	Yes			A	Yes			Α
mount of control range between turn and stall or spin		More than 50% of the symmetric control travel			A		of the symmetric co	ontrol traval	A
16. Trim speed spin tendency - 4.1.16	эрш	More triair 50 /8 C	or the symmetric c	ontroi traver	^	Wore than 50%	or the symmetric c	ontroi traver	_ ^
Spin occurs		No			Α	No			А
17. Low speed spin tendency - 4.1.17									
Spin occurs		No			Α	No			А
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in	n less than 90°		Α	Stops spinning in	n less than 90°		Α
Cascade occurs		No			Α	No			Α
19. B-line-stall - 4.1.19  Change of course before release		Changing course	less than 45°			Changing course	loss than 45°		
Change of course before release		Changing course			A	Changing course			A
Behaviour before release		Remains stable with straight span			A	Remains stable with straight span			A
Recovery  Dive forward angle on exit	Recovery  Dive forward angle on exit		Spontaneous in less than 3 sec			Spontaneous in less than 3 sec			A
Cascade occurs		No No			A	No - 30			A
20. Big ears - 4.1.20									
Entry procedure		Special device re	equired		Α	Special device re	equired		А
Behaviour during big ears		Stable flight			Α	Stable flight			Α
Recovery Spontaneous in less th		·		Α	Spontaneous in less than 3 sec			Α	
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 re	equired		Δ	Special device re	equired		Α
Behaviour during big ears		Stable flight	. 4300		A Special device required				
		·	laaa dhiii O		A Stable flight				A
Recovery		Spontaneous in I	iess than 3 sec		Α	Spontaneous in less than 3 sec			Α
Dive forward angle on exit	ator while	0° - 30°			Α	0° bis 30°			Α
Behaviour immediately after releasing the accelara maintaining big ears	ator Wille	Stable flight			Α	Stable flight			Α
22. Behaviour exiting a steep spiral - 4.1.22									
V 1-1									

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Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
23. Alternative means of directional control - 4.1.2	3			
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 configuration	n 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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