FTR - Flight Test Report

Manufacturer	C. A.A.	Type testing No.	EAPR-GS-0336/15	(=1)
	ICARO Paragliders Hochrießstraße 1 D-8316 Flintsbach	serial number	010aqlf120	Messen Prüfen Bewerter Rev. 2.2 - 09.10.2014
Model	Aquilla 20	Leastien	Walensee	EAPR GmbH - Marktstr. 1 D-87730 Bad Grönenbach - Germany
		- Location	Schruns	

weise, vervielfältigt werden.

Date of testing	1314.11.2014	Minimum take 75 kç		eight	Maximum take off weight 95 kg		
Testpilot		Mike Küng			Hannes Tschofen		
Harness		Eapr-Test Equipmer	nt		EAPR-Testequipmen	ent	
Pilot's take off weig	jht	75	kg	A CO	95	kg	- Alle

Classification D



Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluatior
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	А	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	А	Yes	А
Speed range using the controls larger than 10kr	1/h	Yes	A	Yes	A
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	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°	A	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during a	celerated f	light - 4.4.6			
Collapse occurs		No	А	No	А
7. Roll stability and damping - 4.4.7					~
Oscillations		Reducing	А	Reducing	A
8. Stability in gentle spirals - 4.4.8		neducing		Treddenig	
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour exiting a fully developed spiral	dive - 4.4 (A	Spontaneous exit	A
Initial response of glider (first 180°)	uive - 4.4.	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	B	With pilot action	D
10. Symmetric front collapse - 4.4.10					
Folding lines used		No		No	
Entry	*	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	ed ~ 30%	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	paads u	30° - 60° Entering a turn of less than 90°	В	30° - 60° Keeping course	В
Cascade occurs	ші,	No	А	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°		30° - 60° Keeping course	В
Cascade occurs	_	No Decline heat less than 45%	A	No Decline heat less than 45%	A
Entry	50%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	accelerated >	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit Cascade occurs	acoek	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.	11				A
Deep stall achieved		Yes		Yes	
and a second		Spontaneous in less than 3 sec	^		А
Pagavaru		accontaneous in less man 3 sec	A	Spontaneous in less than 3 sec	A
Recovery					
Recovery Dive forward angle on exit Change of course		30° - 60° Changing course less than 45°	B	30° - 60° Changing course less than 45°	B

Recovery		Spontaneous in I	ess than 3 sec		A	Spontaneous in	3 to 5 sec		С
Cascade occurs		No			A	No			A
13. Recovery from a developed full stall - 4	.4.13	•							
Dive forward angle on exit		30° - 60°			B	30° - 60°			B
Collapse Cascade occurs (other than collapse)		No collapse No	No collapse			No collapse No			A
Rocking backward		Less than 45°			A A	Less than 45°			A
Line tension		Most lines tight			A	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.4.	14	T							
Folding lines used		No	1	1		No	1	1	
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	ed, ollap	Spontaneous re-	inflation		А	Spontaneous re	-inflation		А
Total change of course	1 spe	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim speed, max 50% collapse	No No No		A	No				
Twist occurs Cascade occurs	E			A	No No			A	
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	C
Change of course until re-initation	bse	30 - 180	Dive of foil angle	15 - 45	В	90 - 180	Dive or foir aligie	45 - 60	U
Re-inflation behavior	eed, colla	Spontaneous re-	inflation		А	Spontaneous re	-inflation		A
Total change of course	m sp 75%	Less than 360°			А	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	trim speed, max 75% collapse	No No			A	No No			A
Cascade occurs		No			A	No			A
				4.00				40	
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	ated, sollap	Spontaneous re-	inflation		А	Spontaneous re	-inflation		А
Total change of course	accelerated, x 50% collap	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	accelerated, max 50% collapse	No			А	No			A
Twist occurs Cascade occurs	E	No			A	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
	accelerated, max 75% collapse		_	.5 50				.5 50	-
Re-inflation behavior	colla	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 nax	No No			A	No			A
Cascade occurs	_	No			A	No			A
15. Directional control with a maintained as	/mmetric co								
15. Directional control with a maintained as Able to keep course straight	<mark>/mmetric co</mark>	llapse - 4.4.15 Yes			A	Yes			A
					A	Yes Yes			A A
Able to keep course straight 180° turn away from the collapsed side possibl	e in 10 sec	Yes Yes	of the symmetric o	control travel	A	Yes	of the symmetric of	control travel	А
Able to keep course straight 180° turn away from the collapsed side possibl Amount of control range between turn and stall	e in 10 sec	Yes	of the symmetric o	control travel		Yes	of the symmetric o	control travel	
Able to keep course straight 180° turn away from the collapsed side possibl Amount of control range between turn and stall 16. Trim speed spin tendency - 4.4.16	e in 10 sec	Yes Yes More than 50% c	of the symmetric of	control travel	A	Yes More than 50%	of the symmetric of	control travel	A A
Able to keep course straight 180° turn away from the collapsed side possibl Amount of control range between turn and stall	e in 10 sec	Yes Yes	of the symmetric of	control travel	A	Yes	of the symmetric of	control travel	А
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Able to keep course straight 180° turn away from the collapsed side possibl Amount of control range between turn and stall 16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs	e in 10 sec or spin	Yes Yes More than 50% of		control travel	A A A	Yes More than 50%		control travel	A A A
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Able to keep course straight 180° turn away from the collapsed side possibl Amount of control range between turn and stall 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 - 4.4.1 Spin rotation angle after release Cascade occurs	e in 10 sec or spin	Yes Yes More than 50% of No No Stops spinning in	I less than 90°	control travel	A A A A	Yes More than 50% No No Stops spinning i	n 90° to 180°	control travel	A A A A C
Able to keep course straight 180° turn away from the collapsed side possibl Amount of control range between turn and stall 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 - 4.4.1 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19	e in 10 sec or spin	Yes Yes More than 50% of No Stops spinning in No	less than 90° less than 45°		A A A A A A	Yes More than 50% No Stops spinning i No Changing course	n 90° to 180°		A A A C A
Able to keep course straight 180° turn away from the collapsed side possibl Amount of control range between turn and stall 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 - 4.4.1 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release	e in 10 sec or spin	Yes Yes More than 50% of No Stops spinning in No Changing course Remains stable w	less than 90° less than 45° with straight span		A A A A A A A A A	Yes More than 50% No Stops spinning i No Changing course Remains stable	n 90° to 180° e less than 45° with straight span		A A A C C A A A A
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