Manufacturer		Type testing No.	EAPR-GS-7618/12	
		Location	Schruns	
Model	SuSi M	Bad Grönenbach:	17.08.12	



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

	Minimum take off w	eight	Maximum take off weight		
Date of testing	19.07.12		10.07.12		
Testpilot	Hannes Tschofen		Anselm Rauh		
Harness	Academy Test Equipment	1	EAPR Testequipment		
Pilot's take off weight	90 kg		120 kg		

Classification	Α
----------------	---



Test-criteria		41109	Evaluation	41101	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	Special take off technique required		Α	No	Α
2. Landing - 4.1.2					
Special landing technique required		No	Α	No	А
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	А	Yes	Α
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
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	Increasing >65 cm	А
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°	А
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during acc	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					
Sink rate after two turns		Up to 12m/s	Α	12m/s to 14m/s	Α
10. Symmetric front collapse - 4.1.10					
Entry	-	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	ΞĘ	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs	+	No	Α	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	acce	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					

Flight Test-Report Stand - 08.04.2010 Seite 1

Deep stall achieved		Yes				Yes			
Recovery				Α				Α	
•	,		· ·			Spontaneous in less than 3 sec			
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	7 1000 111411 10		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			A
Cascade occurs (other than collapse) Rocking backward		Less than 45°			A	No 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
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
Amount 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	loce 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		Spontaneous in less than 3 sec			A	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 than 3 sec		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			. 4300		A Special device required				
		·	Stable flight		A Stable flight A Spontaneous in less than 3 sec			A	
Recovery		Spontaneous in I	iess than 3 sec		Α	-	iess 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									

Flight Test-Report Stand - 08.04.2010 Seite 2

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:				
Copyright Ralf Antz 2010	This Flish	at Tast Danset	 was generated automatically and is valid witho	

Flight Test-Report Stand - 08.04.2010 Seite 3