FTR - Flight Test Report

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

Manufacturer	CARD ************************************	Type testing No.	EAPR-GS-0336/15	
	ICARO Paragliders Hochrießstraße 1 D-8316 Flintsbach	serial number	010aqlf120	
Model	SITTA 20	Location	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		nt	Maximum take o 95 kg	ff weight
Testpilot		Mike Küng	1		Hannes Tschofen	
Harness		Eapr-Test Equipment			EAPR-Testequipment	
Pilot's take off weig	ht	75	kg	*	95	kg A



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Test-criteria		Minimum take off weight		Maximum take off weight	Evaluation
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	Α	No	Α
2. Landing - 4.4.2					
Special landing technique required		No	А	No	А
3. Speeds in straight flight - 4.4.3		110		1.0	
Trim speed more than 30km/h		Yes	A	Yes	Α
'					
Speed range using the controls larger than 10km/h		Yes	Α	Yes	Α
Minimum speed		Less than 25 km/h	Α	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	Α	Increasing 45cm - 60cm	С
Max. weight in flight greater than 100kg			-		-
5. Pitch stability exiting accelerated flight - 4.4	1.5				
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 acc	elerated	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		Tioddonig		- Todasing	
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	Α
9. Behaviour exiting a fully developed spiral di	ivo - 1.11		A	Spontaneous exit	A
			В	Ne immediate regetion	В
Tendency to return to straight flight	Initial response of glider (first 180°)		A	No immediate reaction Turn remains constant	D
Turn angle to recover normal flight		Spontaneous exit 720° to 1080°, spontaneous recovery	B	With pilot action	D
· ·		720 to 1000 , Sportaneous recovery	D	With phot dotton	D
10. Symmetric front collapse - 4.4.10		T.			
Folding lines used		No Rocking back less than 45°	Α	No Rocking back less than 45°	
Entry	~ 30%				Α
Recovery	~ peeds	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit		30° - 60° Entering a turn of less than 90°	В	30° - 60° Keeping course	В
Cascade occurs	ri a	No	Α	No	Α
Entry	%0	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	%05 < bec	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	trim speed	30° - 60° Entering a turn of less than 90°	В	30° - 60° Keeping course	В
Cascade occurs		No	Α	No	Α
Entry	50%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	accelerated > 5	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	oeler	30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of less than 90°	В
Cascade occurs		No	Α	No	Α
11. Exiting deep stall (parachutal stall) - 4.4.11	1				
Deep stall achieved		Yes		Yes	
Recovery	Recovery		Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit		30° - 60°	В	30° - 60°	В
Change of course		Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs		No	Α	No	Α

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Connecte annua	Recovery		Spontaneous in less than 3 sec			Spontaneous in 3 to 5 sec			С
Cascade occurs		No		A	No No			A	
13. Recovery from a developed full stall - 4.4.13		1.50			•				
Dive forward angle on exit Collapse		30° - 60°		B A	30° - 60°			B A	
Cascade occurs (other than collapse)		No collapse No			Α	No collapse No			Α
Rocking backward		Less than 45°			A	Less than 45°			A
Line tension 14. Asymmetric collapse (trim speed) - 4.4.14		Most lines tight			Α	Most lines tight			Α
Folding lines used	•	No				No			
Change of course until re-inflation	Ф	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	trim speed, max 50% collapse	Sportonoous ro	inflation		Α	Coortonoous re	inflation		Α
	sbee	Spontaneous re-inflation Less than 360°			Spontaneous re-inflation Less than 360° No No No				
Total change of course Collapse on the opposite side occurs	riin X 50°	No No		A				A	
Twist occurs	E E			A			A		
Cascade occurs	esd	No non 1000		450 450	A			450 000	A
Change of course until re-inflation		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		Α
Total change of course	trim speed < 75% colla	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	max_tri	No No			A	No No			A
Cascade occurs		No			A	No			Ä
Change of course until re-inflation		90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
	accelerated, max 50% collapse			.5 45				.5 45	
Re-inflation behavior		Spontaneous re	-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	max a	No No			A	No No			Α
Cascade occurs		No	1	ı	Α	No			Α
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re	-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course	accelerated, IX 75% collap	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	acc lax 7	No No No		A	No No			A	
Twist occurs Cascade occurs				A	No No		A		
15. Directional control with a maintained asyr	nmetric co	llapse - 4.4.15							
Able to keep course straight		Yes			Α	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	Α	More than 50% of the symmetric control travel			Α
16. Trim speed spin tendency - 4.4.16		<u> </u>							
Spin occurs		No			Α	No	А		
17. Low speed spin tendency - 4.4.17									
Spin occurs		No	A No				Α		
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			Α	No	Α		
19. B-line-stall - 4.4.19		Changing course less than 45°			A	Changing cours	A		
Change of course before release		Remains stable with straight span			A	Changing course less than 45° Remains stable with straight span			A
Behaviour before release					A	ricinalis stable	A		
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in	Α		
Dive forward angle on exit		0° - 30°			A	30° - 60°	A		
Cascade occurs 20. Big ears - 4.4.20		No			А	No			А
Entry procedure		Standard technique			А	Special device	А		
Behaviour during big ears		·			A	Unstable flight			C
Recovery		Stable flight			A	Unstable flight Spontaneous in 3 to 5 sec			В
Dive forward angle on exit		Spontaneous in less than 3 sec				0° bis 30°			
21. Big Ears in accelerated flight - 4.4.21		0° - 30°			А	U DIS 30°			А
		Standard tochnique		А	Special davis		А		
Entry procedure Rehaviour during his pare		Standard technique			Special device required				
			Stable flight		Α	Stable flight			Α Λ
Behaviour during big ears	-		Spontaneous in less than 3 sec		A	Spontaneous in 3 to 5 sec			A
Recovery	Dive forward angle on exit Behaviour immediately after releasing the accelarator while		0° - 30°		Α	0° bis 30°			A
Recovery Dive forward angle on exit	rator while	Ctoble filet			Α	Unstable flight			С
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelamaintaining big ears		Stable flight							
Recovery Dive forward angle on exit Behaviour immediately after releasing the accela		Stable flight							
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelamaintaining big ears		Stable flight Yes			A	Yes			А
Recovery Dive forward angle on exit Behaviour immediately after releasing the accele maintaining big ears 23. Alternative means of directional control 180° turn achievable in 20 sec Stall or spin occurs	4.4.22	Yes No			A	Yes No			A
Recovery Dive forward angle on exit Behaviour immediately after releasing the accele maintaining big ears 23. Alternative means of directional control 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configu	4.4.22	Yes No	r's manual - 4.4.	23	А				A
Recovery Dive forward angle on exit Behaviour immediately after releasing the accele maintaining big ears 23. Alternative means of directional control 180° turn achievable in 20 sec Stall or spin occurs	4.4.22	Yes No	r's manual - 4.4.	23					
Recovery Dive forward angle on exit Behaviour immediately after releasing the acceleration and angle on exit 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configue	4.4.22	Yes No	r's manual - 4.4.	23	A				A NA

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