## FTR - Flight Test Report Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht au

Manufacturer	PERFORMANCE PARASLISERS	Type testing No.	
	Nova Vertriebsges.m.b.H Auweg 14 A-6123 Terfens	serial number	300-100
Model	Triton 2 M	Lagation	Schruns
		Location	Achensee



Rev. 2.1 - 10.05.2013 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing	20.01.2014	Minimum take off w 90 kg	eight	Maximum take off weight 115 kg		
Testpilot		Hannes Tschofen		Anselm Rauh		
Harness		EAPR Testequipment		EAPR Testequipment		
Pilot's take off weigh	t	90 kg		114 kg	1	

Classification C



Test-criteria		Minimum take off weight		Evaluation	Maximum ta	ake off weight	Evaluation
1. Inflation / take-off - 4.1.1							
Rising behavior		Smooth, easy a	and constant rising	А	Smooth, eas	y and constant rising	Α
Special take off technique required		No		Α	No		Α
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 kr	n/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				-			-
Max. weight in flight greater than 100kg		Increasing	50cm - 65cm	С	Increasing	>65 cm	Α
5. Pitch stability exiting accelerated flight - 4.1	.5						
Dive forward angle on exit		Dive forward les	ss than 30°	Α	Dive forward	less than 30°	Α
Collapse occurs		No		Α	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 e	xit	А	Spontaneous	s exit	А
9. Behaviour in a steeply banked turn - 4.1.9							
Sink rate after two turns		More than 14m/	/s	В	More than 14	lm/s	В
10. Symmetric front collapse - 4.1.10		•					
Entry	1	Rocking back le	ess than 45°	Α	Rocking back	k less than 45°	Α
Recovery	trim speed	Spontaneous in	less than 3 sec	A Spontaneous in 3 to 5 sec		В	
Dive forward angle on exit	Ξį	0° - 30°	Keeping course	А	30° - 60°	Entering a turn of less than 90°	В
Cascade occurs	=	No		A	No	- <del>-</del>	A
Entry	р	Rocking back greater than 45°		С	Rocking back greater than 45°		С
Recovery	accelerated	Spontaneous in 3 to 5 sec		В	Spontaneous in 3 to 5 sec		В
Dive forward angle on exit	oce	30° - 60°	Keeping course	В	30° - 60°	Entering a turn of less than 90°	В
Cascade occurs	ď	No		Α	No		Α
11. Exiting deep stall (parachutal stall) - 4.1.11							

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Section   Sect	Deep stall achieved		Yes				Yes			
Compare covering	Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in	less than 3 sec		Α	
Table part of mich secondary	Dive forward angle on exit		·		В				В	
12. Segment of antick recovery - 4.1.12										
Special process in the ordinary of the control of			NO			А	NO			А
No.			Coontonoous in lo	an than 2 and		^	Spontonoous in	loss than 2 ass		۸
13. Recovery from a developed field stall - 1.5.13   25 - 50°   50°	·		· ·			·	iess man 5 sec			
District reads and one cet		3	NO			A	NO			А
Calculate contain (other than contepo)   100			30° - 60°			В	60° - 90°			С
A   Compared processed   Compared processed   Compared processed   Compared processed   Compared processed processe										
Manager of course until re-initiation   1995   1997   19										
Change of course until ne-inflation			Most lines tight			Α	Most lines tight			Α
Re-intation behavior		I					I			
March   Marc	Change of course until re-inflation	esd	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
March   Marc	Re-inflation behavior	seed,	Spontaneous re-in	flation		Α	Spontaneous re-	inflation		Α
March   Marc		m sp 50%					No			
March   Marc		tri max (								
Per Mitation behavior 10rd otherwise of course will re-initiation 10rd otherwise of course 10rd otherwise otherwise otherwise re-initiation 10rd otherwise otherwise re-initiation 10rd otherwise otherwise otherwise re-initiation 10rd otherwise otherwise otherwise re-initiation 10rd otherwise otherwise re-initiation 10rd otherwise otherwise otherwise re-initiation 10rd otherwise										
No	Change of course until re-inflation	eg eg	180° - 360°	Dive or roll angle	15° - 45°	С	90° - 180°	Dive or roll angle	45° - 60°	С
No	Re-inflation behavior	ed, ollaps	Spontaneous re-in	flation		Α	Spontaneous re-inflation			Α
No	Total change of course	7 spe 5% o	Less than 360°				· ·			
No	Collapse on the opposite side occurs	trin ax 7.5	No			Α	No			Α
Change of course until re-initation  Re-initation behavior  Total change of course  Change of course course  The course course course  The course course  The course course  The course course course  The course course  The course course  The course course course  The course course  The course course  The course course course		É								
Spontaneous re-inflation   Page   Spontaneous re-inflation   A   Spontaneous re-inflation   A   No			I I		450 000		ı		150 150	
No	-	ed, llapse		•	45° - 60°				15° - 45°	
No		lerati % co					· ·			
No		acce x 50°								
Change of course until re-inflation    180° - 380°   Disc and says   15° - 45°   C   180° - 380°   Disc and says   45° - 80°   C   C   C   C   C   C   C   C   C		ma, "				Α				
Re-inflation behavior  Total change of course Collegaes on the opposite aide occurs  No A Total change of course Collegaes on the opposite aide occurs No A No					450 450				450 000	
No	-	ed, lapse		-	15° - 45°			_	45° - 60°	
No		erate % col	<u>'</u>	nation			· ·	innation		
No		accel < 75%						ersal		
15. Directional control with a maintained asymmetric collapse - 4.1.15  Able to keep course straight Yes A Yes A Yes A A No A A More than 50% of the symmetric control travel A A More than 50% of the symmetric control travel A A More than 50% of the symmetric control travel A More than 50% of the symmetric control tra	Twist occurs	ma)	No		Α	No			A	
Able to keep course straight  Yes  A Yes  A Yes  A No  Anount of control range between turn and stall or spin  55% to 50% of the symmetric control travel  C More than 50% of the symmetric control travel  A No  Anount of control range between turn and stall or spin  55% to 50% of the symmetric control travel  C More than 50% of the symmetric control travel  A No  C Stops spinning in 90° to 180°  A No  A No		metric coll				Α	No			A
Amount of control range between turn and stall or spin 25% to 50% of the symmetric control travel C More than 50% of the symmetric control travel A 15. Trim speed spin tendency - 4.1.16  Spin occurs No A No A No A No A 17. Low speed spin tendency - 4.1.17  Spin occurs No A No A No A No A 18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 180° C Cascado eccurs No A No	· ·					Α	Yes		1	Α
16. Trim speed spin tendency - 4.1.16  Spin occurs  No  No  A  No  A  No  A  No  A  17. Low speed spin tendency - 4.1.17  Spin occurs  No  A  No  A  No  A  18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release  Stops spinning in 90° to 180°  C  Cascade occurs  No  A  No  No	180° turn away from the collapsed side possible in	10 sec				Α	Yes			Α
Spin occurs No A No A No A  17. Low speed spin tendency - 4.1.17  18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 180° C  Cascade occurs No A No A No A  Behaviour before release NA NA NO NA  Behaviour before release NA NA NA  Behaviour before release NA NA NA  Recovery NA NA NA  Dive forward angle on exit NA NA  Stable flight A Standard technique B Spontaneous in 3 to 5 sec B B Dive forward angle on exit 0°-30° A 0°-bis 30° A A 0°-bis 30° A A 0°-bis 30° A A 0°-bis 30° A A Recovery B Recovery through pilot action in less than a further 3 sec B A Standard technique A Standard technique A Standard technique B A Standard technique B A Standard technique B A Standard technique A Standard techni	Amount of control range between turn and stall or	spin	25% to 50% of the symmetric control travel			С	More than 50% o	of the symmetric c	ontrol travel	Α
17. Low speed spin tendency - 4.1.17  Spin occurs No A No A No A  18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 180° C  Cascade occurs No A No A  19. B-line-stall - 4.1.19  Change of course before release NA NA NA  Behaviour before release NA NA NA  Recovery NA NA NA  NA  NA  NA  NA  NA  NA  NA  N	16. Trim speed spin tendency - 4.1.16									
Spin occurs  No  No  Recovery from a developed spin - 4.1.18  Spin rotation angle after release  Stops spinning in 90° to 180°  Cascade occurs  No  No  No  No  No  No  No  No  No  N			No			Α	No			Α
18. Recovery from a developed spin - 4.1.18  Spin rotation angle after release  Stops spinning in 90° to 180°  C Stops spinning in 90° to 180°  C 19. Behaviour before release  NA  Recovery  NA  Recovery  NA  Standard technique  Stable flight  A Standard technique	' '		No		Ι Δ	A No			Δ.	
Cascade occurs No A No A No A 19. B-line-stall -4.1.19 Change of course before release NA	· ·		1 140			А	1 140			А
Cascade occurs No A No A No A 19. B-line-stall -4.1.19 Change of course before release NA	Spin rotation angle after release		Stops spinning in	90° to 180°		С	Stops spinning in	n 90° to 180°		С
19. B-line-stall - 4.1.19 Change of course before release										_
Behaviour before release    NA										
Recovery  Recovery through pilot action in less than a further a company of the company of	Change of course before release					NA				NA
Dive forward angle on exit Cascade occurs NA NA  20. Big ears - 4.1.20  Entry procedure Standard technique A Standard technique A Stable flight A Stable flight A Spontaneous in 3 to 5 sec B Dive forward angle on exit  Entry procedure Standard technique A Stable flight A	Behaviour before release					NA				NA
Cascade occurs    NA   NA	Recovery					NA				NA
20. Big ears - 4.1.20  Entry procedure Standard technique A Standard technique A Stable flight										
Entry procedure  Standard technique  A Standard technique  A Stable flight  A Standard technique  B Spontaneous in 3 to 5 sec  B Stable flight  A Standard technique  A Standard technique  A Standard technique  A Standard technique  A Stable flight  B Secovery through pilot action in less than a further a secovery through pilot action in less than a further a						TVA				NA
Recovery through pilot action in less than a further 3 sec B  Dive forward angle on exit 0°-30° A 0° bis 30° A  21. Big Ears in accelerated flight - 4.1.21  Entry procedure Standard technique A Standard technique A  Behaviour during big ears Stable flight A  Recovery Hrough pilot action in less than a further 3 sec Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A  Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A			Standard techniqu	е		Α	Standard technic	que		Α
Behaviour furning big ears  Stable flight  O° - 30°  Stable flight  A  Stable flight  Behaviour during big ears  Behaviour furning big ears  Stable flight  Behaviour furning big ears  Stable flight  Behaviour furning big ears  Stable flight  A  Stable flight  Behaviour furning big ears  Behaviour furning big ears  Stable flight  A  Stable flight  Becovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A	Behaviour during big ears		Stable flight			Stable flight			Α	
Dive forward angle on exit  0° - 30°  A 0° bis 30°  A  21. Big Ears in accelerated flight - 4.1.21  Entry procedure  Standard technique  A Standard technique  A Stable flight  A Stable flight  A Stable flight  A Stable flight  B Recovery through pilot action in less than a further as a sec  Dive forward angle on exit  0° - 30°  A 0° bis 30°  A Stable flight  B Recovery through pilot action in less than a further as a sec  Dive forward angle on exit  0° - 30°  A 0° bis 30°  A 0° bis 30°  A Stable flight  A Stable flight	Recovery				В	Spontaneous in 3 to 5 sec			В	
Entry procedure  Standard technique  A Standard technique  A Standard technique  A Stable flight  B Stable flight  B Stable flight  B Stable flight  A Stable flight	Dive forward angle on exit					Α	0° bis 30°			Α
Behaviour during big ears  Stable flight  Recovery  Recovery  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Dehaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable flight  A Recovery through pilot action in less than a further 3 sec  B Recovery through pilot action in less than a further 3 sec  A 0° bis 30°  A Stable flight  A Stable flight  A Stable flight	21. Big Ears in accelerated flight - 4.1.21		I						1	
Recovery Recovery through pilot action in less than a further 3 sec Behaviour immediately after releasing the accelarator while maintaining big ears  Recovery through pilot action in less than a further 3 sec A 0° bis 30° A  Recovery through pilot action in less than a further 3 sec A 0° bis 30° A  Stable flight A Stable flight A	• •		Standard technique		Α	Standard technic	que		Α	
Behaviour immediately after releasing the accelarator while maintaining big ears  Basec  Base	Behaviour during big ears		-				-			Α
Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable flight  A	Recovery					В				В
maintaining big ears Stable flight A Stable flight A	-					Α				Α
22. Behaviour exiting a steep spiral - 4.1.22			Stable flight			Α	Stable flight			Α
• • •	22. Behaviour exiting a steep spiral - 4.1.22									

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Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	А
Turn angle to recover normal flight	720° to 1080°, spontaneous recovery	С	720° to 1080°, spontaneous recovery	С
23. Alternative means of directional control - 4	1.1.23	•		
180° turn achievable in 20 sec	Yes	Α	A Yes	
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configura	ation 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:				
			<u> </u>	
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