## FTR - Flight Test Report

Manufacturer		Type testing No.	EAPR-GS-0580/17
	UP International Kreuzeckbahnstraße 7 D-82462 Garmisch-Partenkirchen	serial number	
Model	Summit XC 4 S	Leastion	Brauneck
Comment		Location	Schlick, Stubaital



Rev. 2.3 - 26.11.2014 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing	15.02.2017	Minimum take off weight 65 kg			Maximum take off weight 85 kg			
Testpilot		Sepp Bauer			Pascal Purin			
Harness		EAPR-light			EAPR light			
Pilot's take off weigl	nt	65	kg		87	kg		

Classification C



Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1						
Rising behavior		Easy rising,	В	no pilot correction required	А	
<u> </u>		some pilot correction is required		•		
Special take off technique required		No	Α	No	Α	
2. Landing - 4.4.2		1				
Special landing technique required		No	А	No	А	
3. Speeds in straight flight - 4.4.3						
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	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 > 60cm	А	
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°	Dive forward less than 30° A Dive forward less than 30°		l A	
Collapse occurs		No	Ä	No	A	
6. Pitch stability operating controls during ac	celerated	flight - 4.4.6	<u> </u>			
Collapse occurs		I No	A	No	l A	
7. Roll stability and damping - 4.4.7		1	, ,,			
Oscillations		Reducing	A	Reducing	l A	
8. Stability in gentle spirals - 4.4.8		reducing		reducing		
		I Constanting with	Α	Ct		
Tendency to return to straight flight	P 4.4	Spontaneous exit	A	Spontaneous exit	A	
9. Behaviour exiting a fully developed spiral of	aive - 4.4.					
Initial response of glider (first 180°)		No immediate reaction	В	No immediate reaction	B A	
, , ,	endency to return to straight flight		Spontaneous exit A Spontaneous 720° to 1080°, spontaneous recovery B 720° to 108			
Turn angle to recover normal flight		720° to 1080°, spontaneous recovery	В	720° to 1080°, spontaneous recovery	В	
10. Symmetric front collapse - 4.4.10						
Folding lines used		No		No		
Entry	30%	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	~ peeds	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	trim sp	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α	
Cascade occurs	_	No	A	No	A	
Entry	%09 ×	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	>< peads	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	А	
Dive forward angle on exit	- ds	0° - 30° Keeping course	А	0° - 30° Keeping course	Α	
Cascade occurs	_	No	Α	No	Α	
Entry	%09	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	ated > 6	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	celer	30° - 60° Keeping course	В	30° - 60° Keeping course	В	
Cascade occurs	ac	No	Α	No	Α	
11. Exiting deep stall (parachutal stall) - 4.4.1	11					
Deep stall achieved		Yes		Yes		
Recovery	overy		А	Spontaneous in less than 3 sec	А	
Dive forward angle on exit		0° - 30°	А	30° - 60°	В	
Change of course		Changing course less than 45°	A	Changing course less than 45° A No A		
Cascade occurs		No	Α	No		

Section   Sect	12. High angle of attack recovery - 4.4.12									
December	Recovery	Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			А	
Decidence   Company   Continue of the contin	•		*			Α	i i			A
Colorage court of contrologopo   No colorage   No colora		110								
Cancella county organ than colorings   10   10   10   10   10   10   10   1	Ÿ									
Receive processor   Learn time received   More received   Mo										
14. Agrinomic colleges (imm people ) 44.54   50   50   50   50   50   50   50	Rocking backward		Less than 45°			Α	Less than 45°			Α
Part			Most lines tight			Α	Most lines tight			Α
Section   Commence of the eligibilities   Part   Section   Part   Sectio			No				No			
Re-richtion belavior   Close properties disconoral content   Close properties   Close properties   Close properties   Close properties   Close p					0° - 15°	Δ		Dive or roll angle	15° - 45°	Δ
Main	Change of course diam to minater.	l, apse			0 .0				10 10	
Main	Re-inflation behavior	beed colli		·				-inflation		Α
Main		rim s 50%	No							
April		max					No			
Specification behavior	Cascade occurs		No			Α	No			Α
No	Change of course until re-inflation	98	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
No	Re-inflation behavior	ed, ollap	Spontaneous re-	inflation	•	Α	Spontaneous re	-inflation		Α
No	Total change of course	o %s	•				· ·			
No	Collapse on the opposite side occurs	trin ax 75	No			Α	A No			Α
Charge of course until re-inflation behavior   Focal charge of course of the property of the		Ë								
Sportameous re-inflation behavior   A   Sportameous re-inflation   A   Sportameous re-infla			l		I					
No	Change of course until re-inflation	Se	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
No	Re-inflation behavior	ated, ollap	Spontaneous re-	inflation		А	Spontaneous re	-inflation		А
No		selers 3% c					· ·			
No	Collapse on the opposite side occurs	acc ax 5(	No			Α	No			Α
Re-inflation behavior   Calignes of course until re-inflation   September		Ĕ								
Re-inflation behavior Total charge of course Collapse on the populate dice occurs Total charge of course Collapse on the populate dice occurs Twist				Dive or roll annie	45° - 60°			Dive or roll annie	45° - 60°	
No   A No   No   A No   No   A No	Change of course until te milation	d, apse	30 100	Sive or for angle	45 00	-	30 100	Dive or roll aligic	40 00	
No   A No   No   A No   No   A No	Re-inflation behavior	colls	Spontaneous re-	inflation		Α	Spontaneous re	-inflation		Α
No   A No   No   A No   No   A No		cele 75%	No				No			
No   A   N		ас								
All to keep course straight  180° turn away from the collapsed side possible in 10 sec  Yes  A Yes  A Yes  A Yes  A Yes  A Nor the collapsed side possible in 10 sec  A recourt of control range between turn and stall or spin  Nor the soft of the symmetric control travel  Nor the soft of the symmetr	Cascade occurs		No							
180° turn away from the collapsed side possible in 10 sec    Anount of control range between turn and stall or spin   More than 50% of the symmetric control travel   A More than 50% of the symmetric control travel   A More than 50% of the symmetric control travel   A No    16. Trins speed spin tendency - 4.4.16  Spin occurs	-	netric col	-							
Amount of control range between turn and stall or spin  16. Trim speed spin tendency - 4.4-16  Spin occurs  No A No										
1.5   Frim speed spin tendency - 4.4.16   Spin occurs   No   No   A   No   A   No   A   A   A   A   A   A   A   A   A	180° turn away from the collapsed side possible in	180° turn away from the collapsed side possible in 10 sec		Yes			Yes			A
Spin occurs   No   A   No	Amount of control range between turn and stall or s	spin	More than 50% of the symmetric control travel			Α	More than 50%	of the symmetric of	control travel	Α
Spin occurs   No   A   No	16. Trim speed spin tendency - 4.4.16		I				I			
Spin occurs   No   A   No   A   No   A   No   A   18. Recovery from a developed spin - 4.4.18	Spin occurs		No			Α	No	Α		
Sport and a developed spin - 4.4.18										
Spin rotation angle after release  Stops spinning in less than 90° A Stops spinning in less than 90° A 19. B-time-stall - 4.4.19  Table—stall - 4.4.20  Table—stall - 4.4.20  Table—stall - 4.4.20  Table—stall - 4.4.20  Table—stall - 4.4.21  Ta			No			Α	No			A
Cascade occurs No A No A No A  19. Bine-stall - 4.4.19  Change of course before release Changing course less than 45° A Changing course less than 45° A  Behaviour before release Remains stable with straight span A Remains stable with straight span A  Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A  Dive forward angle on exit 30° - 60° A No A No A  20. Big ears - 4.4.20  Entry procedure Standard technique A Standard technique A  Behaviour during big ears Stable flight A  Recovery 3 sec A  Dive forward angle on exit 0° - 30° A O° bis 30° A  21. Big Ears in accelerated flight - 4.4.21  Entry procedure Standard technique A Standard technique Behaviour during big ears Stable flight A  Recovery A Standard technique Behaviour during big ears Behaviour during big ears Stable flight A  Recovery 3 sec 3 sec A  Dive forward angle on exit 0° - 30° A 0° bis 30° A  21. Big Ears in accelerated flight - 4.4.21  Entry procedure Standard technique A  Recovery Hrough pilot action in less than a further 3 sec			l .				1			
19. B-line-stall - 4.4.19 Change of course before release Changing course less than 45° A Changing course less than 45° A Behaviour before release Remains stable with straight span A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Dive forward angle on exit 30° - 60° A 0° - 30° A No A N	· ·		· · ·							
Change of course before release  Changing course less than 45° A Changing course less than 45° A Remains stable with straight span A Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A O'*-30° A No A No A No A Recovery Behaviour during big ears A Stable flight A Stable		No			Α	No	A			
Behaviour before release Remains stable with straight span A Remains stable with straight span A  Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A  Dive forward angle on exit 30°-60° A 0°-30° A  20. Big ears -4.4.20  Entry procedure Stable flight A Stable flig			Changing course	less than 45°		Δ	Changing cours	e less than 45°		Δ
Recovery Spontaneous in less than 3 sec A A Cascade occurs No A No										
Dive forward angle on exit							Remains stable with straight span			
Cascade occurs  No A No A No A No A No A No A A No A A No A A No A A A No A A A No A A A A	Recovery		*			A	Spontaneous in	A		
Entry procedure Standard technique A Standard technique A Standard technique A Standard technique Behaviour during big ears Stable flight A Becovery through pilot action in less than a further 3 sec 3 sec 3 sec 4 0° bis 30° A 10° bis 30° bis 30° A 10° bis 30° bi										
Entry procedure  Behaviour during big ears  Stable flight  Recovery  Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  O**-30°*  Stable flight  A Stable flight  A Recovery through pilot action in less than a further 3 sec  10*-30°  A O** bis 30°  A  21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Standard technique  Standard technique  A Standard technique has turnier a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a secondary through pilot action in less than a further a			140			A	140			A
Behaviour during big ears  Stable flight Recovery Recovery  Dive forward angle on exit  Entry procedure  Standard technique  Stable flight A Standard technique A Stable flight A			Standard took -:-	7110		^	Standard took-:	7110		
Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Dive forward angle on exit  Dive forward angle on exit  Entry procedure  Standard technique  Standard technique  Stable flight  Recovery through pilot action in less than a further 3 sec  A 0° bis 30°  A  Standard technique  A  Standard technique  A  Stable flight  A  Recovery through pilot action in less than a further 3 sec  Behaviour during big ears  Stable flight  Recovery through pilot action in less than a further 3 sec  Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A  Stabl	* '		· ·				i i			
Dive forward angle on exit  21. Big Ears in accelerated flight -4.4.21  Entry procedure  Standard technique  Stable flight  A Standard technique  A Standard technique  Behaviour during big ears  Stable flight  A Stable flight  B Recovery through pilot action in less than a further 3 sec  Dive forward angle on exit  Behaviour immediately after releasing the accelerator while maintaining big ears  Stable flight  A No  Stall or spin occurs  No  A No  A No  A No  A NA  Procedure works as descibed  NA  Cascade occurs  NA  NA  NA  NA  NA  NA  NA  NA  NA  N								ss than a further		
21. Big Ears in accelerated flight - 4.4.21  Entry procedure Standard technique A Standard technique A Standard technique A Standard technique A Stable flight A Stable flight A Stable flight A Stable flight A Scovery through pilot action in less than a further 3 sec Dive forward angle on exit O° - 30° A O° bis 30° A Stable flight A	·		3 sec				3 sec			
Behaviour during big ears  Stable flight A Standard technique A Standard technique A Standard technique A Stable flight B Recovery through pilot action in less than a further 3 sec Dive forward angle on exit B Rehaviour immediately after releasing the accelarator while maintaining big ears  Stable flight A Stable fli			0° - 30°			А	U" bis 30°			A
Behaviour during big ears  Stable flight  Recovery  Recovery through pilot action in less than a further 3 sec 3 sec 3 sec 3 sec 3 sec 4 0° sis 30° A  Behaviour immediately after releasing the accelarator while maintaining big ears  23. Alternative means of directional control - 4.4.22  180° turn achievable in 20 sec Yes A  Stable flight A  Yes A  Stable flight						01-1-1-1-1				
Recovery Recovery through pilot action in less than a further 3 sec 3 sec 3 sec 3 sec 4 Pois 30° A  Behaviour immediately after releasing the accelarator while maintaining big ears  23. Alternative means of directional control - 4.4.22  180° turn achievable in 20 sec Yes A Yes A Yes A Stall or spin occurs No A No A No A Procedure audior configuration described in the user's manual - 4.4.23  Procedure works as descibed NA	• •	• •		*			· ·			
Dive forward angle on exit  A Dive for bis 30°  A Dive flight  A Stable flight  A Stable flight  A Stable flight  A Dive flight  A Dive flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as described  NA NA  NA NA  Cascade occurs  NA NA  NA  NA  NA  NA  NA  NA  NA  NA										
Behaviour immediately after releasing the accelarator while maintaining big ears  Stable flight  A Stable fl	,		3 sec				3 sec			
maintaining big ears Statule rilight A Statule rilight and rilight										
180° turn achievable in 20 sec         Yes         A         Yes         A           Stall or spin occurs         No         A         No         A           23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23         Procedure works as descibed         NA         NA           Procedure suitable for novice pilots         NA         NA           Cascade occurs         NA         NA	maintaining big ears					Α	Stable flight			Α
Stall or spin occurs No A No A  23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as described NA NA  Procedure suitable for novice pilots NA NA  Cascade occurs NA NA	23. Alternative means of directional control - 4.4.22									
23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23  Procedure works as described NA NA  Procedure suitable for novice pilots NA NA  Cascade occurs NA NA NA	180° turn achievable in 20 sec Yes					A	Yes			А
Procedure works as described         NA         NA           Procedure suitable for novice pilots         NA         NA           Cascade occurs         NA         NA	Stall or spin occurs	No			А	No		А		
Procedure suitable for novice pilots  NA  NA  NA  Cascade occurs  NA  NA  NA		ation desc	cribed in the user	's manual - 4.4.2	23					
Cascade occurs NA NA										
		<u> </u>								
L	24. Remarks of testpilot:									
			L				L			

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