## FTR - Flight Test Report

Manufacturer		Type testing No.	EAPR-GS-0579/17
	UP International Kreuzeckbahnstraße 7 D-82462 Garmisch-Partenkirchen	serial number	
Model	Summit XC-4 SM	Location	Achensee
Comment		Location	Schruns



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

Date of testing	15.11.2016	Minimum take off weight 75 kg		Maximum take off weight 95 kg			
Testpilot		Mike Küng			Hannes Tschofen		
Harness		EAPR Equipment			EAPR		
Pilot's take off weigl	ht	75	kg		100	kg	





Test-criteria		Minimum take off weight	mum take off weight Evaluation Maximum		Evaluation
1. Inflation / take-off - 4.4.1					
Rising behavior		Easy rising, some pilot correction is required	В	no pilot correction required	Α
Special take off technique required		No		No	Α
2. Landing - 4.4.2					
Special landing technique required		No	A	No	Α
3. Speeds in straight flight - 4.4.3		140		110	
Trim speed more than 30km/h		Yes		I V.	
Trim speed more than 30km/n			Α	Yes	Α
Speed range using the controls larger than 10km/h		Yes	Α	Yes	Α
Minimum speed		25 km/h to 30 km/h	В	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	1.5				
Dive forward angle on exit		Dive forward less than 30°	A 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	A	Reducing	А
8. Stability in gentle spirals - 4.4.8				•	
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	Α
Behaviour exiting a fully developed spiral di	ive - 4.4.		, , ,	Operational Oxid	
Initial response of glider (first 180°)		No immediate reaction	В	No immediate reaction	В
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
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		1			
Folding lines used		I No		No	
Entry	.0	Rocking back less than 45°	A	Rocking back less than 45°	Α
Recovery	- 30%	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	Irim speed	0° - 30° Keeping course	A	0° - 30° Keeping course	Α
Cascade occurs	ξį	No Reeping course	A	No No	A
Entry	*	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	%05 < be	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	А
Dive forward angle on exit	paeds u	30° - 60° Keeping course	В	0° - 30° Keeping course	Α
Cascade occurs	ų,	No	A	No	Α
Entry	%0	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	accelerated > 50%	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	celera	30° - 60° Keeping course	В	0° - 30° Entering a turn of less than 90°	Α
Cascade occurs	ao	No	Α	No	Α
11. Exiting deep stall (parachutal stall) - 4.4.1	1				
Deep stall achieved		Yes		Yes	
Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit		0° - 30°	Α	0° - 30°	Α
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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Recovery									
Canada annua	Spontaneous in less than 3 sec		Α	Spontaneous in		Α			
Cascade occurs		No	Α	No			A		
13. Recovery from a developed full stall - 4.4.13			, ,,	110					
Dive forward angle on exit		30° - 60°	В	30° - 60°			В		
Collapse Cascade occurs (other than collapse)		No collapse No		A	No collapse No			A A	
Rocking backward		Less than 45°		A	Less than 45°			A	
Line tension		Most lines tight		Α	Most lines tight			Α	
14. Asymmetric collapse (trim speed) - 4.4.14									
Folding lines used	_	No			No	T	I		
Change of course until re-inflation	esc	< 90° Dive or r	oll angle 15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α	
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation	Α	Spontaneous re	-inflation		Α		
Total change of course	trim speed x 50% colla	Less than 360°		Α	Less than 360°			A	
Collapse on the opposite side occurs	trir lax 5	No		Α	No			Α	
Twist occurs Cascade occurs		No No		A	No No			A	
Change of course until re-inflation		90° - 180° Dive or r	roll angle 15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В	
Change of coales and to minate.	trim speed, max 75% collapse	00 100	10 10		00 100		.0 .0		
Re-inflation behavior	trim speed x 75% colls	Spontaneous re-inflation		Α	Spontaneous re	-inflation		Α	
Total change of course	im sp 75%	Less than 360°		Α	Less than 360° No No			Α	
Collapse on the opposite side occurs Twist occurs	nax tr	No No		A				A A	
Cascade occurs	_	No	A	No			A		
		< 90° Dive or n	oll angle 450 450	^	- 000	Dive or roll angle	150 450	^	
Change of course until re-inflation	bse	< 90° Dive or r	oll angle 15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α	
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-inflation		Α	Spontaneous re	-inflation		Α	
Total change of course	seler 0%0	Less than 360°		Α	Less than 360°			Α	
Collapse on the opposite side occurs	acc lax 5	No		Α	No			A	
Twist occurs Cascade occurs	E	No No		A	No No			A A	
Change of course until re-inflation	accelerated, max 75% collapse	90° - 180° Dive or r	roll angle 15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В	
Change of coales and to minate.		00 100	10 10		00 100		.0 .0		
Re-inflation behavior	accelerated x 75% collap	Spontaneous re-inflation		Α	Spontaneous re	-inflation		Α	
Total change of course	cele	Less than 360°	Α	Less than 360°			Α		
Collapse on the opposite side occurs Twist occurs	ac	No No	A	No No	A A				
Cascade occurs		No	A	No	A				
15. Directional control with a maintained asym	nmetric co	llapse - 4.4.15							
Able to keep course straight		Yes			Yes			Α	
180° turn away from the collapsed side possible is	n 10 sec	Yes	Α	Yes			Α		
Amount of control range between turn and stall or	enin	More than 50% of the syr	mmotric control travel	Α	More than 50% of the symmetric control travel			Α	
	Spiii	Wore than 30 % of the syl	Timethe control traver	^	Wore than 50 %	or the symmetric t	control travel	Α	
16. Trim speed spin tendency - 4.4.16		T.N.		Α	E.N.				
Spin occurs  17. Low speed spin tendency - 4.4.17		No			No	Α			
Spin occurs		No	А	No	Α				
18. Recovery from a developed spin - 4.4.18		1 ***		, ,,				7.	
Spin rotation angle after release		Stops spinning in less tha	Α	Stops spinning i	Α				
		No		No					
Cascade occurs  19. B-line-stall - 4.4.19		I NO	Α	INO	Α				
Change of course before release		Changing course less that	А	Changing course	Α				
Behaviour before release		Remains stable with strai	Α	Remains stable	Α				
Recovery		Spontaneous in less than	Α	Spontaneous in	Α				
Dive forward angle on exit Cascade occurs		0° - 30°	A	0° - 30°	A				
20. Big ears - 4.4.20		No		Α	No			Α	
<del>-</del>		Overdents to							
Entry procedure		Standard technique	Α	Special device r	Α				
Behaviour during big ears		Stable flight  Recovery through pilot ac	Α	Stable flight	Α				
Recovery		3 sec	В	3 sec	gh pilot action in le	oo man a minel	В		
Dive forward angle on exit		0° - 30°	Α	0° bis 30°			Α		
21. Big Ears in accelerated flight - 4.4.21		1							
	Entry procedure		Standard technique			required		Α	
Entry procedure	Behaviour during big ears		Stable flight			Stable flight			
* *		December Observation States a	r	Recovery through	Recovery through pilot action in less than a further				
* *		Recovery through pilot ac		В	3 000				
Behaviour during big ears		3 sec  0° - 30°		B A	3 sec 0° bis 30°			Α	
Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelar	rator while	3 sec 0° - 30°		В	0° bis 30°			A A	
Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelar maintaining big ears		3 sec		A					
Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelar maintaining big ears  23. Alternative means of directional control -		3 sec 0° - 30° Stable flight		A A	0° bis 30° Stable flight				
Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelar maintaining big ears		3 sec 0° - 30°		A	0° bis 30°				
Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelar maintaining big ears  23. Alternative means of directional control -  180° turn achievable in 20 sec  Stall or spin occurs	4.4.22	3 sec 0° - 30° Stable flight Yes No		A A	0° bis 30° Stable flight			А	
Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelar 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 configur	4.4.22	3 sec 0° - 30° Stable flight Yes No	ıl - 4.4.23	A A A	0° bis 30° Stable flight  Yes			A A	
Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelar maintaining big ears  23. Alternative means of directional control -  180° turn achievable in 20 sec  Stall or spin occurs	4.4.22	3 sec 0° - 30° Stable flight Yes No	ıl - 4.4.23	A A A NA	0° bis 30° Stable flight  Yes			A A A NA	
Behaviour during big ears  Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelar 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 configure	4.4.22	3 sec 0° - 30° Stable flight Yes No	al - 4.4.23	A A A	0° bis 30° Stable flight  Yes			A A	

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