FTR - Flight Test Report

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





Date of testing	30.09.2016	Minimum take off weight 63 kg	Maximum take off weight 85 kg
Testpilot		A L' A D' LA A C A 204	C 1 - 204C et - 5 II
Harness		According to the flighttests from the 30th have been confirmed.	September 2016, the following results
Pilot's take off weight			





Test-criteria		Minimum take off weight	nimum take off weight Evaluation Maximum take off weight Evalu		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	Α	No	Α
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	n	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 35cm - 45cm	D	Increasing 35cm-45cm	D
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	A	No	A
6. Pitch stability operating controls during acc	elerated t	light - 4.4.6	'		
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	A	Reducing	A
8. Stability in gentle spirals - 4.4.8			- / /		
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour exiting a fully developed spiral di	ive - 4.4.9	-	- /1		- /1
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					
Folding lines used		No		No	
Entry	30%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	00 ~ peeds	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	Α
Dive forward angle on exit		30° - 60° Keeping course	В	30° - 60° Keeping course	В
Cascade occurs	wim	No	Α	No	Α
Entry	%0%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	g < peeds	Recovery through pilot action in less than a furthe 3 sec	D	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	de min	30° - 60° Entering a turn of 90° to 180°	С	30° - 60° Entering a turn of 90° to 180°	С
Cascade occurs	_	No No	A	No No	A
Entry	ated > 50%	Rocking back less than 45°	A	Rocking back less than 45°	Α
Recovery		Recovery through pilot action in less than a furthe 3 sec	U	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit Cascade occurs	accele	30° - 60° Entering a turn of 90° to 180° No	C A	30° - 60° Entering a turn of 90° to 180° No	C A
11. Exiting deep stall (parachutal stall) - 4.4.11	i				
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		30° - 60°	В	0° - 30°	Α
Change of course		Changing course less than 45°	A	Changing course less than 45°	Α
Cascade occurs		No	Α	No	Α

Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			A	
Cascade occurs	No No			A	No				
13. Recovery from a developed full stall - 4	1.4.13	•				•			
Dive forward angle on exit		30° - 60°			В	60° - 90°			
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse No			A
Rocking backward		Less than 45°			Α	Less than 45°			
Line tension	14	Most lines tight			Α	Most lines tight			
14. Asymmetric collapse (trim speed) - 4.4. Folding lines used	.14	No				No			
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	
orange of course armine initiation	trim speed, max 50% collapse	1		10 40				10 40	
Re-inflation behavior	trim speed, x 50% colla	Spontaneous re-inflation			Α	Spontaneous re-inflation			
Total change of course	im s ₁	Less than 360°		A	Less than 360°				
Collapse on the opposite side occurs Twist occurs	max d	No No No			A	No No			1
Cascade occurs					A	No			
Change of course until re-inflation	g.	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	45° - 60°	
Re-inflation behavior	laps d'	Inflates in less tha	an 3 ser from sta	art of nilot action	С	Spontaneous re	-inflation		
	spee %	Less than 360°	an o occ nom sta	art of phot action		Spontaneous re-inflation			
Total change of course Collapse on the opposite side occurs	trim speed, max 75% collapse	No			A	Less than 360° No			
Twist occurs	ma.	No			Α	No			
Cascade occurs		No			A	No	1	ı	
Change of course until re-inflation	Ф	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	45° - 60°	
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re in	nflation		A	Spontaneous re	inflation		
	% co	Spontaneous re-in	imduUli			· .	-milduUH		
Total change of course Collapse on the opposite side occurs	acoel x 50%	Less than 360° No			A	Less than 360° No			
Twist occurs	ma ê	No			Α	No			
Cascade occurs		No			Α	No			
Change of course until re-inflation	8	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	45° - 60°	
Re-inflation behavior	ted,	Inflates in less tha	an 3 sec from sta	art of pilot action	С	Spontaneous re	-inflation	•	
Total change of course	accelerated, max 75% collapse	Less than 360°			A	Less than 360°			
Collapse on the opposite side occurs	aoc xx 75	No				No			
Twist occurs	No No	No			No				
Cascade occurs 15. Directional control with a maintained as	ymmetric co				l A	No			
Able to keep course straight		Yes			Α	Yes			
180° turn away from the collapsed side possible	le in 10 sec	Yes			Α	Yes			
Assessment of countries countries between turns and stell	25% to 50% of the symmetric control travel				25% to 50% of the symmetric control travel				
Amount of control range between turn and stall	or spin	25% to 50% of th			_	DERV to EDRV of	the europeatrie eer	steel teausel	
			ie synthetiic con	troi travei	С	25% to 50% of	the symmetric cor	ntrol travel	
16. Trim speed spin tendency - 4.4.16		I No	ie synthetic con	itroi travei			the symmetric cor	ntrol travel	
Spin occurs		No	e symmetric com	troi travei	C A	25% to 50% of	the symmetric cor	ntrol travel	
Spin occurs 17. Low speed spin tendency - 4.4.17		No No	e symmetric con	itroi travei	A		the symmetric cor	ntrol travel	
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs	18		e symmetric com	itroi travei		No	the symmetric cor	ntrol travel	
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.	18	No		itroi travei	A	No No		ntrol travel	
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4. Spin rotation angle after release	18	No Stops spinning in		itroi travei	A	No No Stops spinning		ntrol travel	
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4. Spin rotation angle after release Cascade occurs	18	No		itroi travei	A	No No		ntrol travel	
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4. Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19	18	No Stops spinning in	less than 90°	trol travel	A	No No Stops spinning No		ntrol travel	
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4. Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19	18	No Stops spinning in	less than 90°	troi travei	A A A	No Stops spinning No Changing cours	in 90° to 180° se less than 45°		
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Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4. Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery	18	No Stops spinning in No Changing course Unstable Spontaneous in le	less than 90°	troi travei	A A A D A	No Stops spinning No Changing cours Remains stable Spontaneous in	in 90° to 180° ue less than 45° without straight s		
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Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4. Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs	18	No Stops spinning in No Changing course Unstable Spontaneous in le	less than 90°	troi travei	A A A D A	No Stops spinning No Changing cours Remains stable Spontaneous in	in 90° to 180° ue less than 45° without straight s		
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4. Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20	18	No Stops spinning in No Changing course Unstable Spontaneous in le 30° - 60° No	less than 90°	troi travei	A A A A A A A	No Stops spinning No Changing cours Remains stable Spontaneous in 0*-30* No	in 90° to 180° ie less than 45° without straight sl 13 to 5 sec		
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