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

Manufacturer	independence gliders for real pilots	Type testing No.	EAPR-GS-0805/18	
	Fly Market GmbH & Co.KG Am Schönebach 3 D-87637 Eisenberg	serial number	2k17-Sample-078	
Model	Pioneer-3-L	l a sakia n	Montafon	
		Location	Schlick, Fulpmes, Stubai	



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

Date of testing	08.03.2018	Minimum take off weight 105 kg		Maximum take off weight 130 kg		
Testpilot		Pascal Purin		Anselm Rauh		
Harness		EAPR		EAPR schwer		
Pilot's take off weig	ht	105	kg 💹	128	kg	

Classification

Α



est-criteria		Minimum take off weight	Evaluation Maximum take off weight		Evaluation
1. Inflation / take-off - 4.4.1		•			
Rising behavior		no pilot correction required	Α	no pilot correction required	Α
Special take off technique required		No	Α	No	А
2. Landing - 4.4.2		110	, , ,		, , ,
Special landing technique required		I No	A	No	Α
3. Speeds in straight flight - 4.4.3		140	A	NO	A
		Lv.		V.	
Trim speed more than 30km/h		Yes	Α	Yes	A
Speed range using the controls larger than 10km/h		Yes	Α	Yes	Α
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement - 4.4.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg			-		-
Max. weight in flight greater than 100kg		Increasing >65 cm	Α	Increasing >65 cm	Α
5. Pitch stability exiting accelerated flight - 4.4.	.5				
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during acce	elerated t	flight - 4.4.6			
Collapse occurs		No	A	No	A
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	I A	Reducing	I A
8. Stability in gentle spirals - 4.4.8		ricasing	, ,	Troddonig	, ,,
Tendency to return to straight flight		Spontaneous exit	l A	Spontaneous exit	А
9. Behaviour exiting a fully developed spiral div	10 - 11		Α	Oponitario de Cali	
9 7	76 - 4.4.	Immediate reduction of rate in turn	l A	Immediate reduction of rate in turn	А
Initial response of glider (first 180°) Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
10. Symmetric front collapse - 4.4.10			, ,,		, ,,
Folding lines used		l No		No	
Entry	-0	Rocking back less than 45°	Α	Rocking back less than 45°	А
Recovery	~ 30%	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
•	paads			•	
Dive forward angle on exit Cascade occurs	trim s	0° - 30° Keeping course	A	0° - 30° Keeping course	A
Entry Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	% os < F	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	paads	0° - 30° Keeping course	Α	0° - 30° Keeping course	A
Cascade occurs	Ē	No Reeping course	A	No Reeping course	A
Entry	%09	Rocking back less than 45°	Ä	Rocking back less than 45°	Ä
Recovery	ted > 50	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	coelera	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs	aco	No	A	No	A
11. Exiting deep stall (parachutal stall) - 4.4.11					
Deep stall achieved		Yes		Yes	
Recovery		Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit		0° - 30°	Α	0° - 30°	Α
Change of course		Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs		No	Α	No	Α

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12. High angle of attack recovery - 4.4.12 Recovery Cascade occurs 13. Recovery from a developed full stall - 4.4. Dive forward angle on exit Collapse Cascade occurs (other than collapse) Rocking backward Line tension								
Cascade occurs 13. Recovery from a developed full stall - 4.4. Dive forward angle on exit Collapse Cascade occurs (other than collapse) Rocking backward		Spontaneous in less than 3 sec A		Α	Spontaneous in less than 3 sec			Α
Recovery from a developed full stall - 4.4. Dive forward angle on exit Collapse Cascade occurs (other than collapse) Rocking backward	•		No		No			Α
Collapse Cascade occurs (other than collapse) Rocking backward	13. Recovery from a developed full stall - 4.4.13			Α	140			
Cascade occurs (other than collapse) Rocking backward				A	0° - 30°			A
				A	No collapse No			A
				A	Less than 45° Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.4.14		Most lines tight			iviost irres tigrit			
Folding lines used		No			No			
Change of course until re-inflation	9,	< 90° Dive or roll ar	ogle 0° - 15°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation	Α	Spontaneous re	e-inflation		Α	
Total change of course	trim speed, x 50% colla	Less than 360°		A	Less than 360°			Α
Collapse on the opposite side occurs	ax 50	No		Α	No			A
Twist occurs Cascade occurs	Ε	No No		A	No No			A
Change of course until re-inflation	Φ	< 90° Dive or roll ar	gle 15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
	trim speed, max 75% collapse	0			0			
Re-inflation behavior	trim speed x 75% colla	Spontaneous re-inflation		A	Spontaneous re-inflation			A
Total change of course Collapse on the opposite side occurs	trim × 75	Less than 360° No		A	Less than 360° No	<u> </u>		A
Twist occurs	ma	No		Α	No			A
Cascade occurs		No		A	No	1		Α
Change of course until re-inflation	Se	< 90° Dive or roll ar	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-inflation	•	А	Spontaneous re	e-inflation		Α
Total change of course	accelerated x 50% colla	Less than 360°		A	Less than 360°			A
Collapse on the opposite side occurs	ax 5	No		A	No			A
Twist occurs Cascade occurs	E	No No		A	No No			A
Change of course until re-inflation	o.	< 90° Dive or roll ar	ıgle 15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-inflation		A	Spontaneous re	- i-fl-ti		^
	accelerated ix 75% colla	•			Less than 360°			A
Total change of course Collapse on the opposite side occurs	acce x 75	Less than 360° No No		A	No			A
Twist occurs	ä			A	No No			A
Cascade occurs 15. Directional control with a maintained asym	metric co	No Ilapse - 4.4.15		Α	No			А
Able to keep course straight		Yes		Α	Yes			Α
180° turn away from the collapsed side possible i	n 10 sec	Yes		Α	Yes			Α
Amount of control range between turn and stall or	spin	More than 50% of the symm	etric control travel	Α	More than 50%	of the symmetric	control travel	Α
16. Trim speed spin tendency - 4.4.16				, ,	1			,,
Spin occurs		No		Α	No			l A
17. Low speed spin tendency - 4.4.17								
Spin occurs		No		Α	No			Α
18. Recovery from a developed spin - 4.4.18		I						
Spin rotation angle after release		Stops spinning in less than 90°		Α	Stops spinning in less than 90°			Α
Cascade occurs 19. B-line-stall - 4.4.19		No		Α	No			Α
Change of course before release		Changing course less than 4	5°	А	Changing cours	se less than 45°		А
Behaviour before release		Remains stable with straight span		A	Remains stable with straight span			Α
					, , , , , , , , , , , , , , , , , , ,			
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A
Dive forward angle on exit Cascade occurs			0° - 30° No		0° - 30°			A
20. Big ears - 4.4.20				Α				
Entry procedure		Special device required		Α	Special device	required		Α
Behaviour during big ears		Stable flight		Α	Stable flight			Α
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α
Dive forward angle on exit		0° - 30°		Α	· ·			Α
21. Big Ears in accelerated flight - 4.4.21								
Entry procedure		Special device required		Α	Special device required			Α
Behaviour during big ears		Stable flight		Α	Stable flight			Α
Behaviour during big ears	Recovery		Spontaneous in less than 3 sec		Spontaneous in less than 3 sec			Α
	Dive forward angle on exit		0° - 30°		0° bis 30°		Α	
Recovery Dive forward angle on exit	Behaviour immediately after releasing the accelarator while maintaining big ears		Stable flight		Stable flight			Α
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar					•			
Recovery Dive forward angle on exit								
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears		Yes		Α	Yes			Α
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control -		Yes No		A A	Yes No			A
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	No	- 4.4.23	Α				A
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	No	- 4.4.23	A				A NA
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	No	- 4.4.23	Α				A

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