


Manufacturer		Type testing No.	EAPR-GS-7577/12
		Location	Schruns
Model	Volt L	Bad Grönenbach:	23.05.12



EAPR e.V - Marktstr. 11 - D-87730 Bad Grönenbach - Germany

Date of testing	Minimum take off weight 19.05.12		Maximum take off weight 10.05.12	
Testpilot	Hannes Tschofen		Anselm Rauh	
Harness	Academy Test Equipment		EAPR Testequipment	
Pilot's take off weight	100 kg		125 kg	

Classification	C
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Test-criteria		41048	Evaluation	41040	Evaluation
1. Inflation / take-off - 4.1.1					
Rising behavior		Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required		No	A	No	A
2. Landing - 4.1.2					
Special landing technique required		No	A	No	A
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes	A	Yes	A
Speed range using the controls larger than 10km/h		Yes	A	Yes	A
Minimum speed		Less than 25 km/h	A	25 km/h to 30 km/h	B
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing > 60cm	A		-
Max. weight in flight greater than 100kg			-	Increasing >65 cm	A
5. Pitch stability exiting accelerated flight - 4.1.5					
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during accelerated flight - 4.1.6					
Collapse occurs		No	A	No	A
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	A	Reducing	A
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn - 4.1.9					
Sink rate after two turns		More than 14m/s	B	More than 14m/s	B
10. Symmetric front collapse - 4.1.10					
Entry	trim speed	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in 3 to 5 sec	B	Spontaneous in 3 to 5 sec	B
Dive forward angle on exit		30° - 60° Keeping course	B	0° - 30° Keeping course	A
Cascade occurs		No	A	No	A
Entry	accelerated	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in less than 3 sec	A	Spontaneous in 3 to 5 sec	B
Dive forward angle on exit		30° - 60° Keeping course	B	30° - 60° Keeping course	B
Cascade occurs		No	A	No	A
11. Exiting deep stall (parachutal stall) - 4.1.11					

Deep stall achieved		Yes		Yes										
Recovery		Spontaneous in less than 3 sec		A		Spontaneous in less than 3 sec		A						
Dive forward angle on exit		0° - 30°		A		30° - 60°		B						
Change of course		Changing course less than 45°		A		Changing course less than 45°		A						
Cascade occurs		No		A		No		A						
12. High angle of attack recovery - 4.1.12														
Recovery		Spontaneous in less than 3 sec		A		Spontaneous in less than 3 sec		A						
Cascade occurs		No		A		No		A						
13. Recovery from a developed full stall - 4.1.13														
Dive forward angle on exit		0° - 30°		A		30° - 60°		B						
Collapse		No collapse		A		No collapse		A						
Cascade occurs (other than collapse)		No		A		No		A						
Rocking backward		Less than 45°		A		Less than 45°		A						
Line tension		Most lines tight		A		Most lines tight		A						
14. Asymmetric collapse (trim speed) - 4.1.14														
Change of course until re-inflation		trim speed, max 50% collapse	< 90°	Dive or roll angle	15° - 45°	A		< 90°	Dive or roll angle	15° - 45°	A			
Re-inflation behavior			Spontaneous re-inflation				A		Spontaneous re-inflation				A	
Total change of course			Less than 360°				A		Less than 360°				A	
Collapse on the opposite side occurs			No				A		No				A	
Twist occurs			No				A		No				A	
Cascade occurs			No				A		No				A	
Change of course until re-inflation		trim speed, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B		90° - 180°	Dive or roll angle	15° - 45°	B			
Re-inflation behavior			Spontaneous re-inflation				A		Spontaneous re-inflation				A	
Total change of course			Less than 360°				A		Less than 360°				A	
Collapse on the opposite side occurs			No				A		No				A	
Twist occurs			No				A		No				A	
Cascade occurs			No				A		No				A	
Change of course until re-inflation		accelerated, max 50% collapse	90° - 180°	Dive or roll angle	15° - 45°	B		90° - 180°	Dive or roll angle	15° - 45°	B			
Re-inflation behavior			Spontaneous re-inflation				A		Spontaneous re-inflation				A	
Total change of course			Less than 360°				A		Less than 360°				A	
Collapse on the opposite side occurs			No				A		No				A	
Twist occurs			No				A		No				A	
Cascade occurs			No				A		No				A	
Change of course until re-inflation		accelerated, max 75% collapse	180° - 360°	Dive or roll angle	15° - 45°	C		90° - 180°	Dive or roll angle	45° - 60°	C			
Re-inflation behavior			Spontaneous re-inflation				A		Spontaneous re-inflation				A	
Total change of course			Less than 360°				A		Less than 360°				A	
Collapse on the opposite side occurs			No				A		No				A	
Twist occurs			No				A		No				A	
Cascade occurs			No				A		No				A	
15. Directional control with a maintained asymmetric collapse - 4.1.15														
Able to keep course straight		Yes		A		Yes		A						
180° turn away from the collapsed side possible in 10 sec		Yes		A		Yes		A						
Amount 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						
16. Trim speed spin tendency - 4.1.16														
Spin occurs		No		A		No		A						
17. Low speed spin tendency - 4.1.17														
Spin occurs		No		A		No		A						
18. Recovery from a developed spin - 4.1.18														
Spin rotation angle after release		Stops spinning in less than 90°		A		Stops spinning in less than 90°		A						
Cascade occurs		No		A		No		A						
19. B-line-stall - 4.1.19														
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		0° - 30°		A		0° - 30°		A						
Cascade occurs		No		A		No		A						
20. Big ears - 4.1.20														
Entry procedure		Special device required		A		Special device required		A						
Behaviour during big ears		Stable flight		A		Stable flight		A						
Recovery		Spontaneous in 3 to 5 sec		B		Spontaneous in 3 to 5 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		Special device required		A		Special device required		A						
Behaviour during big ears		Stable flight		A		Stable flight		A						
Recovery		Spontaneous in 3 to 5 sec		A		Spontaneous in 3 to 5 sec		A						
Dive forward angle on exit		0° - 30°		A		0° bis 30°		A						
Behaviour immediately after releasing the accelerator while maintaining big ears		Stable flight		A		Stable flight		A						
22. Behaviour exiting a steep spiral - 4.1.22														

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
23. Alternative means of directional control - 4.1.23				
180° turn achievable in 20 sec	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual - 4.1.24				
Procedure works as described		NA		NA
Procedure suitable for novice pilots		NA		NA
Cascade occurs		NA		NA
25. Remarks of testpilot:				
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