



# FTR - Flight Test Report / Tandem Trimmer: geschlossen / closed

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

Manufacturer	 SOL SPORTS Rua Walter Marquardt, 1180 Jaraguá do Sul/SC - Brasil	Type testing No.	EAPR-GS-0655/17
		serial number	19102
Model	Kuat 2	Location	Rofan, Achensee
Comment			Rofan



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

Date of testing	18.05.2017	Minimum take off weight 140 kg	Maximum take off weight 220 kg
Testpilot	Anselm Rauh		Pascal Purin
Harness	EAPR schwer		EAPR Tandem
Pilot's take off weight	138 kg		170/22 kg

Classification	B
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Test-criteria	Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
<b>1. Inflation / take-off - 4.4.1</b>				
Rising behavior	Smooth, easy and constant rising, no pilot correction required	A	Smooth, easy and constant rising, no pilot correction required	A
Special take off technique required	No	A	No	A
<b>2. Landing - 4.4.2</b>				
Special landing technique required	No	A	No	A
<b>3. Speeds in straight flight - 4.4.3</b>				
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
<b>4. Control movement - 4.4.4</b>				
Max. weight in flight up to 80kg	Increasing > 65cm	A	Increasing > 65cm	A
<b>7. Roll stability and damping - 4.4.7</b>				
Oscillations	Reducing	A	Reducing	A
<b>8. Stability in gentle spirals - 4.4.8</b>				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
<b>9. Behaviour exiting a fully developed spiral dive - 4.4.9</b>				
Initial response of glider (first 180°)	Immediate reduction of rate in turn	A	Immediate reduction of rate in turn	A
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	720° to 1080°, spontaneous recovery	B
<b>10. Symmetric front collapse - 4.4.10</b>				
Folding lines used	No		No	
Entry	firm speed < 30% Rocking back less than 45° Spontaneous in less than 3 sec 0° - 30° Keeping course No	A	Rocking back less than 45°	A
Recovery		A	Spontaneous in less than 3 sec	A
Dive forward angle on exit		A	0° - 30° Keeping course	A
Cascade occurs		A	No	A
Entry	firm speed > 50% Rocking back less than 45° Spontaneous in less than 3 sec 0° - 30° Keeping course No	A	Rocking back less than 45°	A
Recovery		A	Spontaneous in less than 3 sec	A
Dive forward angle on exit		A	30° - 60° Keeping course	B
Cascade occurs		A	No	A
<b>11. Exiting deep stall (parachutal stall) - 4.4.11</b>				
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	0° - 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
<b>12. High angle of attack recovery - 4.4.12</b>				
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Cascade occurs	No	A	No	A
<b>13. Recovery from a developed full stall - 4.4.13</b>				
Dive forward angle on exit	0° - 30°	A	0° - 30°	A
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) - 4.4.14									
Folding lines used		No			No				
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°	Dive or roll angle	15° - 45°	A	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
15. Directional control with a maintained asymmetric collapse - 4.4.15									
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 - 4.4.16									
Spin occurs	No			A	No			A	
17. Low speed spin tendency - 4.4.17									
Spin occurs	No			A	No			A	
18. Recovery from 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	
Cascade occurs	No			A	No			A	
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	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 - 4.4.20									
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 less than 3 sec			A	
Dive forward angle on exit	0° - 30°			A	0° bis 30°			A	
23. Alternative means of directional control - 4.4.22									
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 described				NA				NA	
Procedure suitable for novice pilots				NA				NA	
Cascade occurs				NA				NA	
24. Remarks of testpilot:									