FTR - Flight Test Report / Tandem Trimmer: offen / open

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

Test-criteria		Minimum take off weight			Evaluation	Maximum take off weight			Evaluation
1. Inflation / take-off - 4.4.1									
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
2. Landing - 4.4.2									
Special landing technique required		No			A	No			A
3. Speeds in straight flight - 4.4.3									
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 - 4.4.4									
Max. weight in flight greater than 100kg		Increasing	> 65cm		A	Increasing	> 65cm		A
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			A	Spontaneous exit			A
9. Behaviour exiting a fully developed spiral dive - 4.4.9									
Initial response of glider (first 180°)		Immediate reduction of rate in turn			A	No immediate reaction			B
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		No				No			
Entry	accelerated > 50%	Rocking back less than 45°			A	Rocking back less than 45°			A
Recovery	accelerated > 50%	Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A
Dive forward angle on exit	accelerated > 50%	0° - 30°	Keeping course		A	0° - 30°	Keeping course		A
Cascade occurs	accelerated > 50%	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			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 - 4.4.12									
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 - 4.4.13									
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 (accelerated) - 4.4.14									
Folding lines used		No				No			
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	accelerated, max 50% collapse	Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course	accelerated, max 50% collapse	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	accelerated, max 50% collapse	No			A	No			A
Twist occurs	accelerated, max 50% collapse	No			A	No			A
Cascade occurs	accelerated, max 50% collapse	No			A	No			A
Change of course until re-inflation	accelerated, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	B
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course	accelerated, max 75% collapse	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	accelerated, max 75% collapse	No			A	No			A
Twist occurs	accelerated, max 75% collapse	No			A	No			A
Cascade occurs	accelerated, max 75% collapse	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
21. Big Ears in accelerated flight - 4.4.21				
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	B	Spontaneous in 3 to 5 sec	B
Dive forward angle on exit	0° - 30°	A	0° bis 30°	A
Behavior when closing the trimmer while maintaining big ears	Stable flight	A	Stable flight	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 descibed		NA		NA
Procedure suitable for novice pilots		NA		NA
Cascade occurs		NA		NA
24. Remarks of testpilot:				