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

Manufacturer	SOL	Type testing No.	EAPR-GS-0542/16
	SOL SPORTS Rua Walter Marquardt, 1180 Jaraguá do Sul/SC - Brasil	serial number	18529
Model	Atmus M	Landin	Achensee
Comment		Location	Schruns



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

Date of testing	19.07.2016	Minimum take of 85 kg	f weight	Maximum take o 100 kg	ff weight
Testpilot		Mike Küng		Hannes Tschofen	
Harness		EAPR Testequipment		EAPR Equipment	
Pilot's take off weigl	ht	85 k	ig American	100	kg A

Classification

В



Test-criteria	criteria		Evaluation	Maximum take off weight	Evaluation			
1. Inflation / take-off - 4.4.1								
Rising behavior		no pilot correction required	А	no pilot correction required	А			
Special take off technique required		No	Α	No	A			
2. Landing - 4.4.2		110	, , ,					
Special landing technique required		No	Α	No	A			
3. Speeds in straight flight - 4.4.3		140	A	140	A			
		Lv.		. West				
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	А			
5. Pitch stability exiting accelerated flight - 4.	4.5	•						
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А			
Collapse occurs		No	Α	No	Α			
6. Pitch stability operating controls during acc	celerated	flight - 4.4.6						
Collapse occurs		No	Α	No	Α			
7. Roll stability and damping - 4.4.7								
Oscillations		Reducing	Α	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 d	live - 4.4.							
Initial response of glider (first 180°)		Immediate reduction of rate in turn	Α	Immediate reduction of rate in turn	Α			
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	Α			
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery	Α				
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		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α			
Dive forward angle on exit	trim speed	0° - 30° Entering a turn of less than 90°	Α	0° - 30° Keeping course	Α			
Cascade occurs	Ē	No	Α	No	Α			
Entry	%0g <	Rocking back less than 45°	Α	Rocking back less than 45°	Α			
Recovery	3 < peeds	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α			
Dive forward angle on exit		30° - 60° Entering a turn of less than 90°	В	0° - 30° Keeping course	Α			
Cascade occurs	rija.	No	A	No	A			
Entry	% 00	Rocking back less than 45°	Α	Rocking back less than 45°	A			
Recovery	ated > 50%	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α			
Dive forward angle on exit	xele	30° - 60° Entering a turn of less than 90°	В	0° - 30° Keeping course	Α			
Cascade occurs		No	Α	A No A				
11. Exiting deep stall (parachutal stall) - 4.4.1	1							
Deep stall achieved		Yes		Yes				
lecovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec				
Dive forward angle on exit		30° - 60°	В	0° - 30° A				
Change of course		Changing course less than 45°	Α	Changing course less than 45° A				
Cascade occurs		No	Α	No A				

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The Receivery from a developed set state - 4.4.13	12. High angle of attack recovery - 4.4.12									
1.0 Secretary from a developed table 4-4.13 20° - 60° 8 6° - 30° 7 7 7 7 7 7 7 7 7	Recovery	overy Spontaneous in less than 3 sec				Α	Spontaneous in less than 3 sec			Α
Dec Compare	Cascade occurs		No		Α	No			Α	
Continue c	13. Recovery from a developed full stall - 4.4.1									
Concessor control than contengency No	9									A
Mode times tight						Α				Α
1.5 Service (Contract VIII Technical) 1.5										A
Description behavior		Wost mics tight				Wost intes tight	Most lines tight			
Re-inflation behavior That change of course or elements of special end to occur occur of special end			No				No			
Cascade accurs until e-initiation Re inflation behavior Thesi dozume until e-initiation A Spontamous re-inflation A No B Spontamous re-inflation The inflation behavior No A No	Change of course until re-inflation	9	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Cascade accurs until e-initiation Re inflation behavior Thesi dozume until e-initiation A Spontamous re-inflation A No B Spontamous re-inflation The inflation behavior No A No	Re-inflation behavior	ed, ollaps	Spontaneous re-	-inflation		А	Spontaneous re-	inflation		Α
Cascade occurs until re-inflation Re-inflation behavior Re-inflation behavior Charge of course until re-inflation Charge of course until re-inflation A Sportamous re-inflation A No A N		spee	Less than 360° No				· ·			A
Cascade occurs until re-inflation Re-inflation behavior Re-inflation behavior Charge of course until re-inflation Charge of course until re-inflation A Sportamous re-inflation A No A N	Collapse on the opposite side occurs	trim ax 50			Α	No No			Α	
Charge of course until re-inflation Re inflation behavior That drarge of course Collapse on the opposite side occurs That a drarge of course Collapse on the opposite side occurs Re inflation behavior		Ε						A		
Re inflation behavior Total charge of course course Change of course Change of course course Change of course course Change of course course Change of c				Dive or roll angle	15° - 45°			Dive or roll angle	15° - 45°	В
Charge of course until re-inflation Proposed of the properties described between the properties described by the	-	ı, apse			., .,				., .,	
Charge of course until re-inflation Proposed of the properties described between the properties described by the		peed:	Less than 360°			·			Α	
Charge of course until re-inflation Proposed of the properties described between the properties described by the		trim s c 75%							Α	
Change of course until re-inflation Perifilation behavior Total change of course Colleges on the equate sections of the sec	Twist occurs	ma,	No			Α	No			Α
Sportaneous re-inflation behavior Sportaneous re-inflation A Sportan	Cascade occurs		No			Α				Α
Change of course until re-inflation of the pharwine of the process of the pharwine of the phar	Change of course until re-inflation	φ	< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	0° - 15°	Α
Change of course until re-inflation of the pharwine of the process of the pharwine of the phar	Re-inflation behavior	ed, llaps	Spontaneous re	-inflation		Δ	Spontaneous ro	inflation		Α
Change of course until re-inflation of the pharwine of the process of the pharwine of the phar		elerat % co	-	milauUII				matiVII		
Change of course until re-inflation of the pharwine of the process of the pharwine of the phar	ū	аосе іх 50°								A
Change of course until re-inflation September Sept	Twist occurs	ma	No	_		Α	No	_		Α
Recovery from a developed spin e-4.4.18 Spin rotation angle after release Sign accours No 18. Recovery No 18. A No 18. Recovery No 18. Recover				Diverse * *	150 450			Diverse "	150 450	
Caseade occurs No A No	Change of course until re-inflation	pse pse	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Caseade occurs No A No	Re-inflation behavior	rated	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Caseade occurs No A No		cele 75%								A
Caseade occurs No A No		ас								
Able to keep course straight 180' turn away from the collapsed side possible in 10 see Yes An Ves An Ne An An Ves An An Ves An An Ves An Ves An An Ves An Ne An An Ves An										A
180° turn away from the collapsed side possible in 10 sec Amount of control range between turn and stati or spin More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A No	-	metric col								
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 No the spin symmetric control travel A No A N										A
16. Trim speed spin tendency - 4.4.16 Spin occurs No A No	180° turn away from the collapsed side possible in	10 sec	Yes			Α	Yes			Α
Spin occurs No	Amount of control range between turn and stall or s	spin	More than 50% of the symmetric control travel A More than 50% of the symmetric control		control travel	Α				
17. Low speed spin tendency - 4.4.17 Spin occurs No A No No	16. Trim speed spin tendency - 4.4.16									
Spin occurs No			No		Α	No			Α	
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 No A Changing course less than 45° A Changing course less than 45° A Changing course less than 45° A Remains stable with straight span A No Behaviour before release Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A No Behaviour during big ears A Stable flight A Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 sec A Sp			LNI				Lvi			
Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A Stops spinning in less than 90° A No			INO			А	INO			A
Cascade occurs No A No			Stone eninning in less than 90°			Δ.	Stops spinning in less than 90°			
19. B-line-stall - 4.4.19 Change of course before release Changing course less than 45° A Changing course less than 45° A Changing course less than 45° A Remains stable with straight span A Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A No - 30° A No A N	· -		· · · ·			<u> </u>				
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Dive forward angle on exit 30°-60° A 0°-30° A 20. Big ears - 4.4.20 Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec A Stable flight A Stabl					A	Remains stable with straight span			Α	
Dive forward angle on exit 30°-60° A 0°-30° A 20. Big ears - 4.4.20 Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec A Stable flight A Stabl	Recovery				Δ				Δ	
Cascade occurs No A No	•					•				
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Behaviour during big ears Stable flight A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A O° bis 30° A O° bis 30° A O° bis 30° A Special device required A Special device required A Special flight A Stable flight A No	20. Big ears - 4.4.20									
Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A O° bis 30° A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Secondary during big ears Stable flight A Stable flight A Stable flight A Stable flight A Spontaneous in 18 sec A Spontaneous in 3 to 5 sec A Stable flight A No A N	Entry procedure		Standard technique		Α	Special device required			Α	
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Special device required A Special device required A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec A Stable flight Behaviour immediately after releasing the accelerator while maintaining big ears 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A No A No A No A No Procedure works as descibed NA NA NA NA NA NA NA NA NA N	* *		·		Α	•			Α	
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Special device required A Special device required A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec A Stable flight Behaviour immediately after releasing the accelerator while maintaining big ears 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A No A No A No A No Procedure works as descibed NA NA NA NA NA NA NA NA NA N					Α				Α	
21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Special device required A Stable flight A Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec A Stable flight Behaviour immediately after releasing the accelerator while maintaining big ears 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A No A N	•		·		А	· ·	·			
Behaviour during big ears Stable flight A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A O' bis 30° A O' bis 30° A Stable flight A	-									
Behaviour during big ears Stable flight A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A O' bis 30° A O' bis 30° A Stable flight A	Entry procedure		Standard technique		Α	Special device r	Special device required			
Recovery Spontaneous in less than 3 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 accelarator while maintaining big ears 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 NA NA NA NA	• •		· ·		A				Α	
Dive forward angle on exit 0°-30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stable f					Α				Α	
Behaviour immediately after releasing the accelerator while maintaining big ears 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Yes A Stall or spin occurs Stall or spin occurs No A No	Dive forward angle on exit		*		Α	•			Α	
23. Alternative means of directional control -4.4.22 180° turn achievable in 20 sec Yes A Yes A No A N	Behaviour immediately after releasing the accelarator while								Α	
180° turn achievable in 20 sec	maintaining big ears									
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								^		
23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA N, Procedure suitable for novice pilots NA N,										
Procedure works as descibed NA N, Procedure suitable for novice pilots NA N,		ation des		's manual - 4.4 :	23	А	140			А
	Procedure works as descibed									NA
	Procedure suitable for novice pilots Cascade occurs					NA NA				
24. Remarks of testpilot:			<u> </u>			INA				NA
L L										

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