



FTR - Flight Test Report

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

Manufacturer	 Skywalk GmbH & Co. KG Windeckstr. 4 D-33250 Maquartstein	Type testing No.	EAPR-GS-0658/17
		serial number	proto
Model	Cumeo S	Location	Stubaital
Comment			



Rev. 2.3 - 15.09.2015
 EAPR GmbH - Marktstr. 11
 D-87730 Bad Grönenbach - Germany

Date of testing	11.06.2017				
Testpilot	Pascal Purin				
Harness	EAPR				
Pilot's take off weight	90 kg	85 kg	-	105 kg	

Range of take off weight

Classification	B
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Verification

Test-criteria	Evaluation			
1. Inflation / take-off - 4.4.1				
Rising behavior	Smooth, easy and constant rising, no pilot correction required	A		
Special take off technique required	No	A		
2. Landing - 4.4.2				
Special landing technique required	No	A		
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	A		
5. Pitch stability exiting accelerated flight - 4.4.5				
Dive forward angle on exit	Dive forward less than 30°	A		
Collapse occurs	No	A		
6. Pitch stability operating controls during accelerated flight - 4.4.6				
Collapse occurs	No	A		
7. Roll stability and damping - 4.4.7				
Oscillations	Reducing	A		
9. Behaviour exiting a fully developed spiral dive - 4.4.9				
Initial response of glider (first 180°)	No immediate reaction	B		
Tendency to return to straight flight	Spontaneous exit	A		
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A		
10. Symmetric front collapse - 4.4.10				
Folding lines used	No			
Entry	trim speed ~ 30%	Rocking back less than 45°	A	
		Recovery	Spontaneous in less than 3 sec	A
		Dive forward angle on exit	0° - 30° Keeping course	A
		Cascade occurs	No	A
Entry	trim speed > 50%	Rocking back less than 45°	A	
		Recovery	Spontaneous in less than 3 sec	A
		Dive forward angle on exit	30° - 60° Keeping course	B
		Cascade occurs	No	A
Entry	accelerated > 50%	Rocking back less than 45°	A	
		Recovery	Spontaneous in less than 3 sec	A
		Dive forward angle on exit	30° - 60° Keeping course	B
		Cascade occurs	No	A

11. Exiting deep stall (parachutal stall) - 4.4.11					
Deep stall achieved	Yes				
Recovery	Spontaneous in less than 3 sec			A	
Dive forward angle on exit	0° - 30°			A	
Change of course	Changing course less than 45°			A	
Cascade occurs	No			A	
12. High angle of attack recovery - 4.4.12					
Recovery	Spontaneous in less than 3 sec			A	
Cascade occurs	No			A	
13. Recovery from a developed full stall - 4.4.13					
Dive forward angle on exit	0° - 30°			A	
Collapsee	No collapse			A	
Cascade occurs (other than collapse)	No			A	
Rocking backward	Less than 45°			A	
Line tension	Most lines tight			A	
14. Asymmetric collapse (trim speed) - 4.4.14					
Folding lines used	No				
Change of course until re-inflation	trim speed, max 50% collapse			-	
Re-inflation behavior				-	
Total change of course				-	
Collapse on the opposite side occurs				-	
Twist occurs				-	
Cascade occurs				-	
Change of course until re-inflation	trim speed, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B
Re-inflation behavior		Spontaneous re-inflation			A
Total change of course		Less than 360°			A
Collapse on the opposite side occurs		No			A
Twist occurs		No			A
Cascade occurs	No			A	
Change of course until re-inflation	accelerated, max 50% collapse				-
Re-inflation behavior				-	
Total change of course				-	
Collapse on the opposite side occurs				-	
Twist occurs				-	
Cascade occurs				-	
Change of course until re-inflation	accelerated, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B
Re-inflation behavior		Spontaneous re-inflation			A
Total change of course		Less than 360°			A
Collapse on the opposite side occurs		No			A
Twist occurs		No			A
Cascade occurs	No			A	
15. Directional control with a maintained asymmetric collapse - 4.4.15					
Able to keep course straight	Yes			A	
180° turn away from the collapsed side possible in 10 sec	Yes			A	
Amount of control range between turn and stall or spin	More than 50% of the symmetric control travel			A	
18. Recovery from a developed spin - 4.4.18					
Spin rotation angle after release	Stops spinning in less than 90°			A	
Cascade occurs	No			A	
20. Big ears - 4.4.20					
Entry procedure	Standard technique			A	
Behaviour during big ears	Stable flight			A	
Recovery	Spontaneous in less than 3 sec			A	
Dive forward angle on exit	0° - 30°			A	
21. Big Ears in accelerated flight - 4.4.21					
Entry procedure	Standard technique			A	
Behaviour during big ears	Stable flight			A	
Recovery	Spontaneous in less than 3 sec			A	
Dive forward angle on exit	0° - 30°			A	
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight			A	
23. Alternative means of directional control - 4.4.22					
180° turn achievable in 20 sec	Yes			A	
Stall or spin occurs	No			A	
24. Remarks of testpilot:					

