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

Manufacturer		Type testing No.	EAPR-GS-0768/18
	UP International Kreuzeckbahnstraße 7 D-82462 Garmisch-Partenkirchen	serial number	XA615-02-1-179-7337-#5
Model	Ascent 4 S	Location	Wallberg
Comment		Location	Schruns



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

Date of testing	03.11.2017	Minimum take off v 60 kg	weight	Maximum take off weight 80 kg		
Testpilot		Sepp Bauer		Hannes Tschofen		
Harness		EAPR- Testequipment		EAPR Equipment		
Pilot's take off weigl	ht	60 kg		80	kg	

Classification



1. Inflation / take-off - 4.4.1 Rising behavior Special take off technique required 2. Landing - 4.4.2 Special landing technique required No 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Speed range using the controls larger than 10km/h Yes	A No A
Rising behavior no pilot correction required Special take off technique required No 2. Landing - 4.4.2 Special landing technique required No 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Yes	A no pilot correction required A A No A
2. Landing - 4.4.2 Special landing technique required No 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Yes	
2. Landing - 4.4.2 Special landing technique required No 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Yes	
Special landing technique required No 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Yes	A No A
3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Yes	A NO A
Trim speed more than 30km/h Yes	
·	A V.
Speed range using the controls larger than 10km/h Yes	A Yes A
	A Yes A
Minimum speed Less than 25 km/h	A Less than 25 km/h A
4. Control movement - 4.4.4	
Max. weight in flight up to 80kg Increasing > 5:	5cm A Increasing > 55cm A
Max. weight in flight 80 to 100kg	
Max. weight in flight greater than 100kg	
5. Pitch stability exiting accelerated flight - 4.4.5	
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 - 4.4.6	7
Collapse occurs No	A No A
	A 140
7. Roll stability and damping - 4.4.7 Oscillations Reducing	Del die
	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	
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 Rocking back less than 45°	A Rocking back less than 45° A
	A Spontaneous in less than 3 sec A
Dive forward angle on exit Dive forward angle on exit O° - 30° Keeping cou	rse A 0° - 30° Keeping course A
Cascade occurs No	A No A
Entry Rocking back less than 45°	A Rocking back less than 45° A
Entry Recovery Recovery Rocking back less than 45° Spontaneous in less than 3 sr O'* 30° Keeping co.	A Spontaneous in less than 3 sec A
	rse A 0° - 30° Keeping course A
Cascade occurs No	A No A
Entry Rocking back less than 45°	A Rocking back less than 45° A
Recovery Spontaneous in less than 3 si	
Dive forward angle on exit 0° - 30° Keeping cou	
Cascade occurs " INO	A No A
11. Exiting deep stall (parachutal stall) - 4.4.11	
Deep stall achieved Yes	Yes
Recovery Spontaneous in less than 3 se	•
Dive forward angle on exit 0° - 30°	A 0° - 30° A
Change of course Changing course less than 45 Cascade occurs No	° A Changing course less than 45° A A No A

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12. High angle of attack recovery - 4.4.12									
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
Cascade occurs		No		A	No			Α	
13. Recovery from a developed full stall - 4.4.13						1.77			
Dive forward angle on exit		0° - 30°			Α	0° - 30°			Α
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse No			A
Rocking backward		Less than 45°			A	Less than 45°			A
Line tension		Most lines tight			Α	Most lines tight			Α
14. Asymmetric collapse (trim speed) - 4.4.14		No			-	No			1
Folding lines used		< 90°		00 150	^	< 90°	Dive or roll angle	00 150	^
Change of course until re-inflation	, apse	< 90-	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	colla	Spontaneous re-inflation		Α	Spontaneous re-inflation			Α	
Total change of course	trim speed, max 50% collapse	Less than 360° No No		Α	Less than 360°			Α	
Collapse on the opposite side occurs Twist occurs	nax _{fri}			A	No No		A		
Cascade occurs		No		A	No		A		
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
D. Calledon Kalandar	d, laps	0		1	•	0	i-n-r		•
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re			Α	Spontaneous re	-inflation		Α
Total change of course Collapse on the opposite side occurs	trim (Less than 360° No	'		A	Less than 360° No			A
Twist occurs	mag	No No		Α	No			Α	
Cascade occurs				Α	No			Α	
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
	d, apse		<u> </u>				1		
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re	e-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course	scele 50%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	тах	No No		A	No No			A	
Cascade occurs	_	No			A	No			A
Change of course until re-inflation	φ	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re	inflation	1	Α	Spontaneous re	inflation	l	Α
	lerat % co		g-irination				-IIIIation		
Total change of course Collapse on the opposite side occurs	acce x 75	Less than 360° No			A	Less than 360° No			A
Twist occurs	na a	No			Α	No			Α
Cascade occurs		No			Α	No			Α
15. Directional control with a maintained asym Able to keep course straight	metric co	Yes			Α	Yes			А
180° turn away from the collapsed side possible in	10 500	Yes			A	Yes			A
Too turn away norm the collapsed side possible in	110 360	163			^	res			^
Amount of control range between turn and stall or	spin	More than 50%	of the symmetric	control travel	Α	More than 50%	of the symmetric of	control travel	Α
16. Trim speed spin tendency - 4.4.16									•
Spin occurs		No			Α	No			Α
17. Low speed spin tendency - 4.4.17		L							
Spin occurs 18. Recovery from a developed spin - 4.4.18		No			Α	No			Α
Spin rotation angle after release		Stops spinning in less than 90°		Α	Stops spinning in less than 90°		Α		
Cascade occurs		No		Α	No			Α	
19. B-line-stall - 4.4.19 Change of course before release		Changing course less than 45°		A	Changing course less than 45°			A	
				A			A		
Behaviour before release		Remains stable with straight span		^	Remains stable with straight span				
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
Dive forward angle on exit		0° - 30°		Α	0° - 30°			A	
Cascade occurs 20. Big ears - 4.4.20		No			Α	No			Α
		T				1			
Entry procedure		Standard technique		Α	Special device	required		Α	
Behaviour during big ears		Stable flight		Α	Stable flight			Α	
	Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
		<u></u>				0° bis 30°			Α
Dive forward angle on exit		0° - 30°			Α	0 510 00			
		0° - 30°			А	1			
Dive forward angle on exit		0° - 30° Standard techni	ique		A	Special device	required		А
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		1	ique				required		A A
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure		Standard techni	ique		А	Special device	required less than 3 sec		
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Standard techni			A A	Special device	<u> </u>		А
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar	ator while	Standard techni Stable flight Spontaneous in			A A A	Special device of Stable flight Spontaneous in	<u> </u>		A
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears		Standard techni Stable flight Spontaneous in 0° - 30°			A A A	Special device of Stable flight Spontaneous in 0° bis 30°	<u> </u>		A A A
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 4.4.21		Standard techni Stable flight Spontaneous in 0° - 30° Stable flight			A A A A	Special device i Stable flight Spontaneous in 0° bis 30° Stable flight	<u> </u>		A A A
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 4.180° turn achievable in 20 sec		Standard techni Stable flight Spontaneous in 0° - 30° Stable flight			A A A A	Special device of Stable flight Spontaneous in 0° bis 30° Stable flight Yes	<u> </u>		A A A A
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 4 180° turn achievable in 20 sec Stall or spin occurs	4.4.22	Standard techni Stable flight Spontaneous in 0° - 30° Stable flight Yes	l less than 3 sec	22	A A A A	Special device i Stable flight Spontaneous in 0° bis 30° Stable flight	<u> </u>		A A A
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 4.1 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configure	4.4.22	Standard techni Stable flight Spontaneous in 0° - 30° Stable flight Yes	l less than 3 sec	23	A A A A A	Special device of Stable flight Spontaneous in 0° bis 30° Stable flight Yes	<u> </u>		A A A A
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 4.180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configur Procedure works as descibed Procedure works as descibed Procedure suitable for novice pilots	4.4.22	Standard techni Stable flight Spontaneous in 0° - 30° Stable flight Yes	l less than 3 sec	223	A A A A A A NA NA	Special device of Stable flight Spontaneous in 0° bis 30° Stable flight Yes	<u> </u>		A A A A NA NA
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 4 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configure Procedure works as descibed	4.4.22	Standard techni Stable flight Spontaneous in 0° - 30° Stable flight Yes	l less than 3 sec	23	A A A A A A A	Special device of Stable flight Spontaneous in 0° bis 30° Stable flight Yes	<u> </u>		A A A A NA

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