


FTR - Flight Test Report

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

Manufacturer	 Bruce Goldsmith Design Hügelpweg 12 A-9400 Walsberg	Type testing No.	EAPR-GS-0338/15
		serial number	808-338-Base-M
Model	Base M	Location	Walensee
			Schruns



Rev. 2.2 - 09.10.2014
 EAPR GmbH - Marktstr. 11
 D-87730 Bad Grönenbach - Germany

Date of testing	23.11.2014	Minimum take off weight 75 kg		Maximum take off weight 95 kg	
Testpilot		Mike Küng		Hannes Tschofen	
Harness		EAPR-Testequipment		EAPR-Testequiptent	
Pilot's take off weight		75 kg		95 kg	

Classification	B
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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	25 km/h to 30 km/h	B	25 km/h to 30 km/h	B
4. Control movement - 4.4.4				
Max. weight in flight up to 80kg		-		-
Max. weight in flight 80 to 100kg	Increasing > 60cm	A	Increasing > 60cm	A
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				
Collapse occurs	No	A	No	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°)	No immediate reaction	B	No immediate reaction	B
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	720° to 1080°, spontaneous recovery	B	720° to 1080°, spontaneous recovery	B
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
Recovery	Spontaneous in 3 to 5 sec	B	Spontaneous in less than 3 sec	A
Dive forward angle on exit	30° - 60° Entering a turn of less than 90°	B	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 3 to 5 sec	B	Spontaneous in 3 to 5 sec	B
Dive forward angle on exit	30° - 60° Entering a turn of less than 90°	B	30° - 60° Entering a turn of less than 90°	B
Cascade occurs	No	A	No	A
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 to 5 sec	B	Spontaneous in 3 to 5 sec	B
Dive forward angle on exit	30° - 60° Entering a turn of less than 90°	B	30° - 60° Keeping course	B
Cascade occurs	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	30° - 60°	B	0° - 30°	A
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		30° - 60°			B		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 (trim speed) - 4.4.14												
Folding lines used		No					No					
Change of course until re-inflation		90° - 180°			Dive or roll angle		15° - 45°		B		< 90°	
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		90° - 180°			Dive or roll angle		15° - 45°		B		90° - 180°	
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		90° - 180°			Dive or roll angle		15° - 45°		B		90° - 180°	
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		90° - 180°			Dive or roll angle		15° - 45°		B		90° - 180°	
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		90° - 180°			Dive or roll angle		15° - 45°		B		90° - 180°	
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		30° - 60°			A		0° - 30°			A		
Cascade occurs		No			A		No			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		
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		
21. Big Ears in accelerated flight - 4.4.21												
Entry procedure		Standard technique			A		Special device required			A		
Behaviour during big ears		Stable flight			A		Stable flight			A		
Recovery		Spontaneous in 3 to 5 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 accelerator 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 described					NA					NA		
Procedure suitable for novice pilots					NA					NA		
Cascade occurs					NA					NA		
24. Remarks of testpilot:												