Manufacturer		Type testing No.	EAPR-GS-7393/11	Sold Sold Sold Sold Sold Sold Sold Sold
		Date of testing	23.0201.03.2011	XEAPR
Model	Maverick 2 M	Location	Gardasee	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirm

EAPR e.V - Marktstr. 11 - D-87730 Bad Grönenbach - Germany

	Minimum take off w	eight	Maximum take off weight		
Testpilot	Mike Küng	A	Hannes Tschofen	1	
Harness	Academy-Equipment	12	Academy Test Equipment		
Pilot's take off weight	85 kg		110 kg		

Classification

С



Test-criteria	eria		Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.1.1					
Rising behavior		Smooth, easy and constant rising	А	Smooth, easy and constant rising	
Special take off technique required		No	A	No	А
2. Landing - 4.1.2					
Special landing technique required		No	A	No	A
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes A Yes		Yes	А
Speed range using the controls larger than 10km/h		Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing > 60cm	А		-
Max. weight in flight greater than 100kg			-	Increasing 50cm - 65cm	С
5. Pitch stability exiting accelerated flight - 4.1	.5		•		
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs				No	A
6. Pitch stability operating controls during acce	elerated f	light - 4.1.6			
Collapse occurs		No	A	No	A
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	A	Reducing	A
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn - 4.1.9					
Sink rate after two turns		12m/s to 14m/s	A	More than 14m/s	В
10. Symmetric front collapse - 4.1.10					
Entry	71	Rocking back less than 45° A Rocking back less than		Rocking back less than 45°	A
Recovery	trim speed	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	tr.	0° - 30° Keeping course	A	0° - 30° Entering a turn of less than 90°	A
Cascade occurs		No	A	No	A
Entry	þ	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	erate	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	accelerated	0° - 30° Keeping course	A	30° - 60° Entering a turn of less than 90°	В
Cascade occurs	, a	No	A	No	A

11. Exiting deep stall (parachutal stall) - 4.1.11									
Deep stall achieved					Yes				
			loss than 2 soc		^				^
Recovery		Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A
Dive forward angle on exit Change of course		0° - 30° Changing course	less than 45°		A	0° - 30° Changing course	less than 45°		A
Cascade occurs		No	1000 (11011 40		A	No	1000 (11011 40		A
12. High angle of attack recovery - 4.1.12		•							
Recovery		Spontaneous in	less than 3 sec		А	Spontaneous in	3 to 5 sec		С
ascade occurs		No			A	No			A
13. Recovery from a developed full stall - 4.1.1	3	110			A				A
Dive forward angle on exit		0° - 30°			Α	30° - 60°			В
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse)		No			A	No			A
Rocking backward Line tension		Less than 45° Most lines tight			A	Less than 45° Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14									
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	Α
	bse	< 50	Dive of foil angle	13 - 45	A	< 90	Dive of foil angle	13 - 45	~
Re-inflation behavior	speed, % colla	Spontaneous re-	inflation		А	Spontaneous re-	inflation		A
Total change of course	n sp	Less than 360°			Α	Less than 360°			A
Collapse on the opposite side occurs	trim speed, max 50% collapse	No			A	No			A
Twist occurs Cascade occurs	5	No No			A	No No			A
			Dive or roll angle	15° - 45°			Dive or roll angle	45° - 60°	
Change of course until re-inflation	bse	90° - 180°	uve or roll angle	15° - 45°	В	90° - 180°	uve or roll angle	45° - 60°	C
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-	inflation		А	Spontaneous re-	inflation		А
Total change of course	i spi	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim ax 75	No			A	No			A
Twist occurs	Ĕ	No No			A	No			A
Cascade occurs		INU	T	1	A	No	1	1	A
Change of course until re-inflation	e	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	А
De inflation behavior	ed, llaps		inflation		•	Constant of the second second	inflation.		•
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	Inflation		A	Spontaneous re-inflation		A	
Total change of course Collapse on the opposite side occurs		Less than 360°			A	Less than 360°			A
Twist occurs		No No			A	No No			A
Cascade occurs		No			A	No		A	
Change of course until re-inflation	D	90° - 180°	Dive or roll angle	45° - 60°	С	180° - 360°	Dive or roll angle	45° - 60°	С
	accelerated, max 75% collapse	-							
Re-inflation behavior		Spontaneous re-inflation Less than 360° No No			A	Spontaneous re-inflation		A	
Total change of course					A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs					A	No No			A A
Cascade occurs	-	No			A	No			A
15. Directional control with a maintained asym	metric col	llapse - 4.1.15							
Able to keep course straight		Yes			A	Yes			A
180° turn away from the collapsed side possible in 10 sec Yes			А	Yes			A		
Amount of control range between turn and stall or	enin	More than 50% of the symmetric control travel			А	25% to 50% of the symmetric control travel			С
-	spin	More than 50%	of the synthetic c		A	23 % 10 30 % 01 1	le symmetric com		C
16. Trim speed spin tendency - 4.1.16		L M.				L Ma			
Spin occurs		No			A	No			A
17. Low speed spin tendency - 4.1.17 Spin occurs		No			Α	No			Α
18. Recovery from a developed spin - 4.1.18		110			A	110			A
		Stop	loss that 000		A	Stop	loss there and		
	Spin rotation angle after release		Stops spinning in less than 90°			Stops spinning in less than 90°			A
Cascade occurs		No			А	No			A
19. B-line-stall - 4.1.19		Changing course	less than 45°			Changing course	less than 45°		
Change of course before release		Changing course			A	Changing course			A
Behaviour before release	ehaviour before release		Remains stable with straight span			Remains stable with straight span			A
Recovery	-	Spontaneous in less than 3 sec		А	Spontaneous in 3 to 5 sec			В	
Dive forward angle on exit		•			A	0° - 30°			A
Cascade occurs	0° - 30° No				A	0° - 30° No			A
20. Big ears - 4.1.20						-			
									Α
		Special device r	aquired		Δ	Special device r	auired		
Entry procedure		Special device re	equired		A	Special device re	equired		
Entry procedure Behaviour during big ears		Stable flight			A	Stable flight			A
Entry procedure Behaviour during big ears Recovery		Stable flight Spontaneous in			A	Stable flight Spontaneous in			A B
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Stable flight			A	Stable flight			A
Entry procedure Behaviour during big ears Recovery		Stable flight Spontaneous in			A	Stable flight Spontaneous in			A B
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Stable flight Spontaneous in	less than 3 sec		A	Stable flight Spontaneous in	3 to 5 sec		A B
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21		Stable flight Spontaneous in 0° - 30°	less than 3 sec		A A A	Stable flight Spontaneous in 0° bis 30°	3 to 5 sec		A B A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears		Stable flight Spontaneous in 0° - 30° Special device re Stable flight	less than 3 sec		A A A A A	Stable flight Spontaneous in 1 0° bis 30° Special device re Stable flight	3 to 5 sec		A B A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery		Stable flight Spontaneous in 0° - 30° Special device re Stable flight Spontaneous in	less than 3 sec		A A A A A A	Stable flight Spontaneous in 0° bis 30° Special device re Stable flight Spontaneous in	3 to 5 sec		A B A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears	ator while	Stable flight Spontaneous in 0° - 30° Special device re Stable flight	less than 3 sec		A A A A A	Stable flight Spontaneous in 1 0° bis 30° Special device re Stable flight	3 to 5 sec		A B A A A

22. Behaviour exiting a steep spiral - 4.1.22						
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	A		
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	А	Less than 720°, spontaneous recovery	А		
23. Alternative means of directional control -	I.1.23		•			
180° turn achievable in 20 sec	Yes	А	Yes	А		
Stall or spin occurs	No	A	No	A		
24. Any other flight procedure and/or configur	ation described in the user's manual - 4.1.24					
Procedure works as descibed		NA		NA		
Procedure suitable for novice pilots		NA		NA		
Cascade occurs		NA		NA		
25. Remarks of testpilot:						
				Alle Seitenklapper und Frontklapper wurden, mit einer vom Hersteller angefertigten, Faltleine geflogen.		
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