



FTR - Flight Test Report

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

Manufacturer	 UP International Kreuzackbahnstraße 7 D-82462 Garmisch-Partenkirchen	Type testing No.	EAPR-GS-0578/17
		serial number	Proto
Model	Summit XC4 M	Location	Schruns
Comment			Schruns



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

Date of testing	09.11.2016	Minimum take off weight	90 kg	Maximum take off weight	115 kg
Testpilot		Hannes Tschofen		Anselm Rauh	
Harness		EAPR		EAPR	
Pilot's take off weight		90 kg		116 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		-		-		
Max. weight in flight greater than 100kg	Increasing >65 cm	A	Increasing >65 cm	A		
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	Less than 720°, spontaneous recovery	A		
10. Symmetric front collapse - 4.4.10						
Folding lines used	No		No			
Entry	trim speed < 30%	Rocking back less than 45°	A	Rocking back less than 45°	A	
		Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
		Dive forward angle on exit	0° - 30° Keeping course	A	0° - 30° Keeping course	A
		Cascade occurs	No	A	No	A
Entry	trim speed > 30%	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	0° - 30° Entering a turn of less than 90°	A	0° - 30° Keeping course	A
		Cascade occurs	No	A	No	A
Entry	accelerated > 50%	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	0° - 30° Keeping course	A	0° - 30° Entering a turn of less than 90°	A
		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	0° - 30°	A	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	trim speed, max 50% collapse	< 90°	Dive or roll angle	0° - 15°	A	< 90°	Dive or roll angle	15° - 45°	A
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	trim speed, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	B
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	accelerated, max 50% collapse	< 90°	Dive or roll angle	0° - 15°	A	< 90°	Dive or roll angle	15° - 45°	A
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	accelerated, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	B
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	0° - 30°			A	0° - 30°			A	
Cascade occurs	No			A	No			A	
20. Big ears - 4.4.20									
Entry procedure	Special device required			A	Special device required			A	
Behaviour during big ears	Stable flight			A	Stable flight			A	
Recovery	Recovery through pilot action in less than a further 3 sec			B	Recovery through pilot action in less than a further 3 sec			B	
Dive forward angle on exit	0° - 30°			A	0° bis 30°			A	
21. Big Ears in accelerated flight - 4.4.21									
Entry procedure	Special device required			A	Special device required			A	
Behaviour during big ears	Stable flight			A	Stable flight			A	
Recovery	Recovery through pilot action in less than a further 3 sec			B	Recovery through pilot action in less than a further 3 sec			B	
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:									