Model	Striker SM	Location	Gardasee + Schruns	
	gliders for real pilots	Date of testing	29.0417.06.2010	
Manufacturer	independence	Type testing No.	EAPR-GS-7243/10	



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

	Minimum take off we	eight	Maximum take off weight		
Testpilot	Mike Küng		Hannes Tschofen		
Harness	SupAir light harness	The state of the s	Academy-Testequipment		
Pilot's take off weight	65 kg		92 kg		

Classification	D
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est-criteria		Minimum take off weight	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	А	
Special take off technique required		No	Α	No	A	
2. Landing - 4.1.2						
Special landing technique required		No	Α	No	A	
3. Speeds in straight flight - 4.1.3						
Trim speed more than 30km/h		Yes	Α	Yes	А	
Speed range using the controls larger than 10km/l	h	Yes	Α	Yes		
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α	
4. Control movement - 4.1.4						
Max. weight in flight up to 80kg		Increasing 40cm - 55cm	С		-	
Max. weight in flight 80 to 100kg			-	Increasing 35cm - 45cm	D	
Max. weight in flight greater than 100kg	Max. weight in flight greater than 100kg		-		-	
5. Pitch stability exiting accelerated flight - 4.1	.5	<u> </u>		<u> </u>		
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	A	
Collapse occurs		No	A	No	A	
6. Pitch stability operating controls during acc	elerated f	light - 4.1.6				
Collapse occurs		No	Α	No	А	
7. Roll stability and damping - 4.1.7						
Oscillations		Reducing	Α	Reducing	А	
8. Stability in gentle spirals - 4.1.8						
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α	
9. Behaviour in a steeply banked turn - 4.1.9						
Sink rate after two turns		Up to 12m/s	Α	More than 14m/s	В	
10. Symmetric front collapse - 4.1.10						
Entry	70	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	trim speed	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	Ξ	30° - 60° Entering a turn of less than 90°	В	30° - 60° Keeping course	В	
Cascade occurs		No	Α	No	Α	
Entry	d	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	rate	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	accelerated	30° - 60° Entering a turn of less than 90°	В	30° - 60° Keeping course	В	
Cascade occurs	Ď	No	А	No	А	

44 Eviting doop stell (seemble to the life)									
11. Exiting deep stall (parachutal stall) - 4.1.11	Vac				Voc				
Deep stall achieved		Yes			Yes				
Recovery		Spontaneous in	3 to 5 sec		С	Spontaneous in	less than 3 sec		Α
Dive forward angle on exit		30° - 60°			В	0° - 30°			Α
Change of course Cascade occurs		Changing course	e less than 45°		A	Changing course	e less than 45°		A
		NO			Α	No			Α
12. High angle of attack recovery - 4.1.12		T							
Recovery		Spontaneous in	3 to 5 sec		С	Spontaneous in	3 to 5 sec		С
Cascade occurs		No			Α	No			Α
13. Recovery from a developed full stall - 4.1.13	3								
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
Collapse	ollapse		No collapse			No collapse			A
Cascade occurs (other than collapse) Rocking backward		No Less than 45°			A	No Less than 45°			A
Line tension		Most lines tight			A A	Less than 45° Most lines tight			A A
14. Asymmetric collapse (trim speed) - 4.1.14									
		200 4000		150 150	_	000		450 450	
Change of course until re-inflation	esc	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	trim speed, x 50% colla	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	x 50	No			A	No			A
Twist occurs	ma	No			Α	No			Α
Cascade occurs		No			Α	No	Г	1	Α
Change of course until re-inflation	Ф	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	45° - 60°	С
De l'affaire de la la l'	trim speed, max 75% collapse	0	1.0.0.	1		0	1.0.0.	<u> </u>	
Re-inflation behavior	pee 8	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	trim speed, x 75% colla	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	tri Tax 7	Yes, no turn reve	ersal		C	No			A
Twist occurs Cascade occurs	Ε	No No			A A	No No			A A
	1	<u> </u>				· ·			
Change of course until re-inflation	esd bse	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	cele 50%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	ac ac	No			A	No			A
Twist occurs Cascade occurs	E	No No			A A	No No			A A
Change of course until re-inflation		90° - 180°	Dive or roll angle	60° - 90°	C	180° - 360°	Dive or roll angle	45° - 60°	C
	ed, llapse								С
Re-inflation behavior	erat 00	Inflates in less than 3 sec from start of pilot action			С	Inflates in less than 3 sec from start of pilot action		C	
T	elerate % col	Greater than 360°							
Total change of course	ccele				С	Less than 360°	n reversal		A
Total change of course Collapse on the opposite side occurs Twist occurs	accelerated, max 75% collap	Yes, causing turn			D	Less than 360° Yes, causing tur No	n reversal		A D A
Collapse on the opposite side occurs	accelerated, max 75% collapse	Yes, causing turn				Yes, causing tur	n reversal		D
Collapse on the opposite side occurs Twist occurs		Yes, causing turn No No			D A	Yes, causing tur No	n reversal		D A
Collapse on the opposite side occurs Twist occurs Cascade occurs		Yes, causing turn No No			D A	Yes, causing tur No	n reversal		D A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymm	netric col	Yes, causing turn No No No			D A A	Yes, causing tur No No	n reversal		D A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmathe asymmathe occurs Able to keep course straight	netric col	Yes, causing turn No No No Ilapse - 4.1.15 Yes Yes		trol travel	D A A	Yes, causing tur No No Yes Yes	n reversal	trol travel	D A A
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymm Able to keep course straight 180° turn away from the collapsed side possible in	netric col	Yes, causing turn No No No Ilapse - 4.1.15 Yes Yes	n reversal	trol travel	A A	Yes, causing tur No No Yes Yes		trol travel	A A A
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Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmath and the course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or statement of the collapsed side possible in the collapsed side poss	netric col	Yes, causing tun No No No lapse - 4.1.15 Yes Yes 25% to 50% of th	n reversal	trol travel	A A A C	Yes, causing tur No No Yes Yes 25% to 50% of the		trol travel	A A A C
Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymmath and the tokeep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or side. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17	netric col	Yes, causing tun No No No lapse - 4.1.15 Yes Yes 25% to 50% of th	n reversal	trol travel	D A A A C C	Yes, causing tur No No Yes Yes 25% to 50% of the		trol travel	A A C
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Collapse on the opposite side occurs Twist occurs Cascade occurs 15. Directional control with a maintained asymr Able to keep course straight 180° turn away from the collapsed side possible in Amount of control range between turn and stall or stall of control range between turn and stall or stall or collapsed side possible in Amount of control range between turn and stall or stall or collapsed spin cocurs 16. Trim speed spin tendency - 4.1.16 Spin occurs 17. Low speed spin tendency - 4.1.17 Spin occurs 18. Recovery from a developed spin - 4.1.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.1.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.1.20 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	netric col	Yes, causing tun No No No Ves Yes Yes 25% to 50% of the state of the s	he symmetric con n less than 90° a less than 45° with straight span 3 to 5 sec equired	ess than a further	D A A A A A A A A A A A A A A A A A A A	Yes, causing turn No No No No Yes Yes Yes 25% to 50% of the No No Stops spinning in No Changing course Remains stable Spontaneous in 0° - 30° No Special device in Stable flight Spontaneous in 0° bis 30° Special device in Stable flight Recovery through Recovery through Recovery through No Robbs 100° No	n 90° to 180° e less than 45° with straight span 3 to 5 sec equired		D A A A A A A A A A A A A A A A A A A A
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22. Behaviour exiting a steep spiral - 4.1.22				
Tendency to return to straight flight	Spontaneous exit	А	Turn remains constant	D
Turn angle to recover normal flight	ver normal flight Less than 720°, spontaneous recovery		No	С
23. Alternative means of directional control -	4.1.23	•		
180° turn achievable in 20 sec	Yes	А	Yes	Α
Stall or spin occurs	No	А	No	Α
24. Any other flight procedure and/or configur	ration 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:				
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