# Inspection record for motorized paragliders
## Wing unit initial inspection

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

| applicant | Swing | | | | | | |
|---|---|---|---|---|---|---|---|
| wing unit | Scorpio 26 | MTOW | 140-175 | type test number | EAPR-MS-7602/12 | serial number | Sco50-126-99896 |
| manufacturer | Fresh Breeze | trimmer | ja | accelerator | ja | | |
| motor | Sportix Simonini | type test number | 705-08 | serial number | | | |
| propeller | Fresh Breezeprop | pitch | 13° bei 75% des Radius | | | | |
| harness | FB Wingman Sportix | suspension | tief, variabel | maximum allowable total flying weight | 100kg im Gurtzeug | | |
| test pilot | Anselm Rauh | test location | Wildberg | date | 24.05.2012 | | |
| the wing unit is | **not suitable** | for students training flights | | | | | |

## 1. test of launch

| | |
|---|---|
| special launch technique required | YES |
| | Trimmers closed according to manual |
| altitude gain after 300 meters > 15 meters | YES |

## 2. test of landing

| | |
|---|---|
| special landing technique required | YES |
| | Trimmers closed, long flare |
| soft landing on pilots feet possible / soft landing on wheels possible (for paratrike) | Yes, special technique required (e.g. flaring, specific position of trimmers) |
| | flare landing |

## 3. test of trim speed in straight flight

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|---|---|
| altitude gain after 300 meters > 15 meters | > 30 km/h |

## 4. *behavior of the glider by using the breaks with open trimmers or /and foot acceleration without throttle*

| | |
|---|---|
| execution | excluded corresponding to user guide |

| 5. test of pitch stability and pitch damping and parachutal stall tendency when alternating between thrust and no thrust | |
|---|---|
| glider turns from the flight axis in a fast alternating between full throttle and no throttle | NO |
| canopy collapses | NO |
| parachutal stall or stall is happening | NO |
| pitch damping | pitch oscillations decreasing significantly |
| **6. examination of the curve behavior with throttle** | |
| horizontal figure "8" in less than 30 sec. | YES |
| flat spin tendency | NO |
| instable flying, with the danger of twisting the lines by changing the direction of turning | NO |
| **7. test of roll stability** | |
| behavior in roll movements and roll damping | rolling decreases significantly |
| **8. test of roll stability in straight flight** | |
| rolling in straight flight | rolling >10° up to <15° but can be dampened by braking |
| | Easy to stop roll movments with brakes |
| **9. examination of spin tendency by lightly useing the braks on both sides** | |
| turning against the torque of the motor at 25% brake possible | yes, 180° in 10sec possible |
| **10. test of stall at maximum motor thrust** | |
| brake travel in cm, braking force | >40cm, constant or increasing |
| tendency to enter parachutal stall | NO |
| movement around yaw axis | <10° |
| **11. test of recovery to normal flight from high angles of attack** | |
| followed by cascade | NO |
| termination | yes, termination when thrust of motor is released |
| | High resistance to enter,close throttle for exit! |
| **12. _test of assymetric collapse with trimmers closed and no use of speed system_** | |
| execution | not possible |

| 13. | *test of assymetric collapse with trimmers fully open and full use of speed system* |
|---|---|
| execution | not possible |

| 14. | *test of symmetric collapse with trimmers closed* |
|---|---|
| execution | not possible |

| 15. | *test of symmetric collapse with trimmers open and eventual full use of speed system* |
|---|---|
| execution | not possible |

**16 test of behavior of the paraglider in spiral dive**

| | |
|---|---|
| behavior of the paraglider when entering the manoeuvre | paraglider increases the sink rate by itself to more than 14m/sec and needs to be controlled |
| tendency to finish the turn and to return to level flight when exiting the manoeuvre | bank angle stays the same, return to normal flight through slight pilot input (counter braking of the outside half of the wing)<br><br>*High steering pressure ofor countersteering to exit spiral dive* |
| behavior of the paraglider when exiting the manoeuvre | the energy when exiting the spiral dive must be reduced gradually by the pilot, because strong pendulum movements could occure followed by a collapse of the canopy |

**remarks**

Drehmomentausgleich vor dem Spiralen lösen oder in die Gegenrichtung spiralen

Rollen klingt nur langsam und nicht ganz vollständig ab, über Bremseeinfach zu dämpfen.

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