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Symmetric front collapse	A	A
	Rocking back less than 45°	Rocking back less than 45°
·	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course	Keeping course	Keeping course
Cascade occurs	No	No
Symmetric front collapse in accelerated flight	A	A
	Rocking back less than 45°	Rocking back less than 45°
-	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	•	Dive forward 0° to 30°
Change of course		Keeping course
Cascade occurs	No	No
Exiting deep stall (parachutal stall)	<u> A</u>	;A
Deep stall achieved		Yes
Recovery Dive forward angle on exit	Spontaneous in less than 3 s	Spontaneous in less than 3 s Dive forward 0° to 30°
-	Changing course less than 45°	Changing course less than 45°
Cascade occurs		No
ligh angle of attack recovery	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No
Perovery from a developed full stall	0	A
Recovery from a developed full stall		
Dive forward angle on exit		Dive forward 0° to 30°
Collapse Cascade occurs (other than collapses)	No collapse	No collapse No
Cascade occurs (other than collapses) Rocking back		Less than 45°
-	Most lines tight	Most lines tight
Asymmetric collapse 45-50%	A	A
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle		Dive or roll angle 0° to 15°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course		Less than 360°
Collapse on the opposite side occurs		No
Twist occurs Cascade occurs		No
Cascade occurs	NO	NO
Asymmetric collapse 70-75%	A	A
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle		Dive or roll angle 15° to 45°
Re-inflation behaviour	-	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	No	No
Twist occurs	No	No
Cascade occurs	No	No
Asymmetric collapse 45-50% in accelerated		1
flight	Α	A
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs		No
Twist occurs		No
Cascade occurs	NU	No
Asymmetric collapse 70-75% in accelerated		
flight	A	A
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle		Dive or roll angle 15° to 45°
Re-inflation behaviour	•	Spontaneous re-inflation
Total change of course		Less than 360°
Collapse on the opposite side occurs		No
Twist occurs Cascade occurs		No
	NU	
Directional control with a maintained		
asymmetric collapse	A	Α
Able to keep course	Yes	Yes
180° turn away from the collapsed side possible	Yes	Yes
in 10 s		Marsher FO 2/ City
Amount of control range between turn and stall or spin		More than 50 % of the symmetric control travel
Trim speed spin tendency	A	A



	<u>.</u>	<u>.</u>
Spin occurs	s No	No
	,	,
Low speed spin tendency	;A	¦A
Spin occurs	s No	No
Recovery from a developed spin	Α	A
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	No	No
B-line stall	A	A
Change of course before release	Changing course less than 45°	Changing course less than 45°
	Remains stable with straight span	Remains stable with straight span
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	t Dive forward 0° to 30°	Dive forward 0° to 30°
Cascade occurs	s No	No
Big ears	A	A
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears		Stable flight
• •	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	A	A
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	Dive forward 0° to 30°	Dive forward 0° to 30°
Behaviour immediately after releasing the		Stable flight
accelerator while maintaining big ears	i	
	1	1
Behaviour exiting a steep spiral	A	¦A
Tendency to return to straight flight	t Spontaneous exit	Spontaneous exit
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
Sink rate when evaluating spiral stability [m/s]	12	14
		1
Alternative means of directional control	<u> A</u>	<u>¦A</u>
180° turn achievable in 20 s	s Yes	Yes
Stall or spin occurs	s No	No
Any other flight procedure and/or configuration	described in the user's manual	
No other flight procedure or configuration described in	the user's manual	

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