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Landing Speeds in s Speed ra Control mo	Special tal Special la straight fligh Trim s inge using th vement Syn ity exiting a D	nding te t peed me e contro symmetric Symmetric symmetri	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue requ jue requ an 30 F rger tha imum s ontrol tr ght ngle or apse of	pilots pilots viour S uired N uired N an 10 \ km/h speed L ravel (ravel (ccurs N	F L I G H T (5 5 K Gudrun Öchsi A Smooth, easy and constant rising No A No A Yes Yes Yes Yes Greater than 25 km/h A Increasing Greater than 55 cm A Dive forward less than 30° No	B B S N N A Yu Yu Lu In G In G N N	A control of the set o		
Landing Speeds in s Speed ra Control mo Pitch stabil accelerated	Special tal Special la straight fligh Trim s inge using th vement Syn lity exiting a D lity operating d flight	nding te t peed me e contro Symmet ccelerat ive forw	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue requ jue requ aan 30 k rger tha ger tha sontrol tr apt apse of ing	pilots pilots viour S uired f uired f uired f km/h speed L ssure I ravel (ccurs f ccurs f	F L I G H T (5 5 K Gudrun Öchsi A Smooth, easy and constant rising No A No A Yes Yes Yes Yes Greater than 55 cm A Dive forward less than 30° No	B B S N A N Y A Y A Y A Y A Y A Y A Y A Y A Y	Seni Stocker A mooth, easy and constant risin to A to A tes tes tes tes tes tes tes tes tes tes		
Landing Speeds in s Speed ra Control mo Pitch stabil accelerated	Special tal Special la straight fligh Trim s inge using th vement Syn ity exiting a D	nding te t peed me e contro Symmet ccelerat ive forw	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue requ jue requ an 30 k rger tha fimum s pontrol tr apt apse of apse of	pilots pilots viour S uired f uired f uired f uired f km/h speed L ssure I ravel (ccurs f ccurs f	F L I G H T (5 5 K Gudrun Öchsi A Smooth, easy and constant rising No A No A Yes Yes Yes Yes Greater than 55 cm A Dive forward less than 30° No A No A No A A Dive forward less than 30° No A No A	B B S N A N A Y A Y C C C A N A N A N N A N N N N N N N N N	A constant risin a constant r		
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Landing Speeds in s Speed ra Control mo Pitch stabil accelerated	Special tal Special la straight fligh Trim s inge using th vement Syn lity exiting a D lity operating d flight	nding te t peed ma e contro Symmetric Symmetric Symmetric Symmetric symmetri	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue required an 30 k rger tha imum s rol pres ontrol tr apt apse or ing apse or	pilots pilots viour S uired f uired f uired f km/h speed L ssure I ravel (ccurs f ccurs f ccurs f	F L I G H T (5 5 K Gudrun Öchsi A Smooth, easy and constant rising No A No A Yes Yes Yes Yes Greater than 55 cm A Dive forward less than 30° No A No A No A A Dive forward less than 30° No A No A	B B S N A N A Y A Y C C C A N A N A N N A N N N N N N N N N	Seni Stocker A mooth, easy and constant risin to A to A tes es ess than 25 km/h A moreasing Greater than 55 cm A bive forward less than 30° to A teducing		
Landing Speeds in s Speed ra Control mo Pitch stabil accelerated	Special tal Special la straight fligh Trim s inge using th vement Syn lity exiting a D lity operating d flight ty and dampi	nding te t peed ma e contro Symmetric Symmetric Symmetric symmetri	echniq ore th ols lar Mini tric co ted fili vard a Coll ols dur	g behav jue required an 30 k ger that imum s control tr apse of apse of coscilla	pilots pilots viour S uired f uired f uired f km/h speed L ssure I ravel (ccurs f ccurs f ccurs f	F L I G H T (5 5 K Gudrun Öchsi A Smooth, easy and constant rising No A No A Yes Yes Yes Yes Yes Greater than 55 cm A Dive forward less than 30° No A Reducing	B B S N A N Y A Y A Y A A N N A A R A R	Seni Stocker A mooth, easy and constant risin to A to A tes es ess than 25 km/h A moreasing Greater than 55 cm A bive forward less than 30° to A teducing		
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		Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30°
Recovery Dive forward angle on exi Change of course	 Spontaneous in less than 3 s t Dive forward 0° to 30° 	Spontaneous in less than 3 s
Change of course		Dive forward 0° to 30°
-		
Cascade occurs	keeping course	Keeping course
	s 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 exi		Dive forward 0° to 30°
Change of course		Keeping course
Cascade occurs		No
	1	1
Exiting deep stall (parachutal stall)	¦A	<u>'</u> A
Deep stall achieved		Yes
-	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	Changing course less than 45°	Dive forward 0° to 30° Changing course less than 45°
Change of course 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
Recovery from a developed full stall	A	A
Dive forward angle on exi	t Dive forward 0° to 30°	Dive forward 0° to 30°
	a No collapse	No collapse
Cascade occurs (other than collapses) No	No
	Less than 45°	Less than 45°
Line tensior	n Most lines tight	Most lines tight
Asymmetric colleges 45 500/	A	A
Asymmetric collapse 45-50%		·
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle Re-inflation behaviour	r Spontaneous re-inflation	Dive or roll angle 15° to 45° Spontaneous re-inflation
Total change of course	•	Less than 360°
Collapse on the opposite side occurs		No
Twist occurs	s No	No
Cascade occurs	s No	No
	1	1
Asymmetric collapse 70-75%	A	¦A
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle	-	Dive or roll angle 15° to 45°
	r Spontaneous re-inflation	Spontaneous re-inflation
Total change of course Collapse on the opposite side occurs		Less than 360° No
Twist occurs		No
Cascade occurs		No
Asymmetric collapse 45-50% in accelerated	A	A
flight	- <u>+</u>	- <u>+</u>
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle	-	Dive or roll angle 15° to 45°
Re-inflation behaviou Total change of course	r Spontaneous re-inflation	Spontaneous re-inflation Less than 360°
Collapse on the opposite side occurs		No
Twist occurs		No
Cascade occurs	s No	No
		1
Asymmetric collapse 70-75% in accelerated	A	A
flight		<u>.</u>
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle Re-inflation behaviou	 Dive or roll angle 15° to 45° r Spontaneous re-inflation 	Dive or roll angle 15° to 45° Spontaneous re-inflation
Total change of course	•	Less than 360°
Collapse on the opposite side occurs		No
Twist occurs		No
Cascade occurs		No
Directional control with a maintained	A	A
asymmetric collapse	<u>.</u>	<u>.</u>
	* Yes	Yes
Able to keep course		N/
	e Yes	Yes
Able to keep course 180° turn away from the collapsed side possible	e Yes s	More than 50 % of the symmetric
Able to keep course 180° turn away from the collapsed side possible in 10 Amount of control range between turn and stal	e Yes s	
Able to keep course 180° turn away from the collapsed side possible in 10 Amount of control range between turn and stal	e Yes s I More than 50 % of the symmetric control	More than 50 % of the symmetric



	<u>.</u>	<u>.</u>
Spin occurs	No	No
		1
Low speed spin tendency	Α	¦A
Spin occurs	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	1 1 5	No.
B-line stall	A	A
		<u>.</u>
Change of course before release	5 5	Changing course less than 45°
	Remains stable with straight span	Remains stable with straight span Spontaneous in less than 3 s
-	Spontaneous in less than 3 s	Dive forward 0° to 30°
Dive forward angle on exit Cascade occurs		No
Pin eero	A	A
<u>Big ears</u>	<u>.</u>	1
· · ·	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 exit		Dive forward 0° to 30°
Behaviour immediately after releasing the		Stable flight
accelerator while maintaining big ears		
Polovieus exiting a story exital		
Behaviour exiting a steep spiral	;A	A
Tendency to return to straight flight	•	Spontaneous exit
Turn angle to recover normal flight		Less than 720°, spontaneous recovery
Sink rate when evaluating spiral stability [m/s]	14	14
		1
Alternative means of directional control	<u> </u> A	¦A
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	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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