

# Test protocol for powered paraglider und single seated powered paraglider Trikes first homologation

Proponent for Homologation \_\_\_\_\_  
\_\_\_\_\_

Glider \_\_\_\_\_ Ser.-No. \_\_\_\_\_

Engine \_\_\_\_\_ Ser.-No. \_\_\_\_\_

Force \_\_\_\_\_ kg Torque x-Axel \_\_\_\_\_ Nm y-Axel \_\_\_\_\_ Nm z-Axel \_\_\_\_\_ Nm

Empty weight \_\_\_\_\_ kg Additional load (Pilot, Co-pilot, Fuel, Equipment) \_\_\_\_\_ kg

Take off weight \_\_\_\_\_ kg (Flight from mountain max weight powered flight lower weight)

Modification \_\_\_\_\_

DHV homologation number \_\_\_\_\_

Trim-position  open /  closed /  no Trimmer

Accelerator  accelerated /  not accelerated /  no accelerator tested

Harness used in flight \_\_\_\_\_  
 special Harness /  free combination

Distance of hang points \_\_\_\_\_ mm length of riser \_\_\_\_\_ mm No of risers \_\_\_\_\_ St.

Steering by  hands /  feet /  mechanical system \_\_\_\_\_

Flight with engine  Flight without engine

Test pilot \_\_\_\_\_

Place, date, time \_\_\_\_\_

Instruments used \_\_\_\_\_

Meteorological Air temperature \_\_\_\_\_ °C humidity \_\_\_\_\_ %

Wind direction \_\_\_\_\_ ° Wind speed \_\_\_\_\_ km/h

Usable for school  not tested /  positive

Testing result:  negative /  positive

### 1. Take off

**also without engine**

The pilot must be able to perform a normal running takeoff without any further assistance and control the paraglider during all other authorized ways of takeoff without any extraordinary effort and skills.

Take off:  ok  failed

Remarks: \_\_\_\_\_

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### 2. Flying straight (throttle full)

If the glider starts to oscillate more than 15° in any axes or enters a deep stall means that this combination is not possible.

Flying straight:  o.k.  failed.

Remarks: \_\_\_\_\_

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### 3. Handling while turning

Fast changing direction with up to 45° rolling in both directions, there should be no collapse of the canopies.

#### Half throttle

**also without engine**

Negative tendency:	<input type="radio"/> ok	<input type="radio"/> failed
Tendency of deep stall:	<input type="radio"/> ok	<input type="radio"/> failed
Length for steering:	<input type="radio"/> ok	<input type="radio"/> failed
Force for steering:	<input type="radio"/> ok	<input type="radio"/> failed
Flying the manoeuvre "flat 8" in 30 sec.:	<input type="radio"/> ok	<input type="radio"/> failed

Remarks: \_\_\_\_\_

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#### Full Throttle

Full Throttle possible:	<input type="radio"/> Yes	<input type="radio"/> No (remark why not)
Negative tendency:	<input type="radio"/> ok	<input type="radio"/> failed
Tendency of deep stall:	<input type="radio"/> ok	<input type="radio"/> failed
Length for steering:	<input type="radio"/> ok	<input type="radio"/> failed
Force for steering:	<input type="radio"/> ok	<input type="radio"/> failed

Remarks: \_\_\_\_\_

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**4. Brakes close to deep stall position (full throttle) also without engine**

A stall approach has to be clearly noticeable. The pilot must be able to terminate a stable deep stall without any extraordinary effort and skill and without initiating a turn. The announcement of the deep stall and the pulling length of the brakes are important.

Full Throttle possible:  Yes  No (remark why not)  
Tendency of deep stall:  ok  failed  
Length for steering:  ok  failed  
Force for steering:  ok  failed

Remarks: \_\_\_\_\_

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**5. Deep stall (closed throttle) also without engine**

Tested by B-stall, C-stall and brakes. The paraglider has to terminate the deep stall after releasing the steering/brake or lines all by itself without any extraordinary effort or skills by the pilot within 4 seconds

Deep stall:  ok  failed

Remarks: \_\_\_\_\_

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**6. Front collapse (closed throttle) also without engine**

Minimum of collapse is 50% of the depth of the canopy. The gliders has to recover immediately. It is not allowed that the gliders dives heavily with results like deep stall, another front collapse or asymmetric collapse. The paraglider has to terminate the front collapse by itself without any extraordinary effort or skills by the pilot

Front collapse:  ok  failed

Remarks: \_\_\_\_\_

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## 7. Asymmetric collapse (closed throttle) also without engine

In any case, 60% of leading edge with an angle of 45° has to be collapsed. The glider is not allowed to turn too fast or dive too much height that there is any danger to be twisted with the engine. The glider has to recover by itself without any extraordinary effort or skills by the pilot.

It has to be possible to steer the collapsed glider also to the open side.

Asymmetric collapse:  ok  failed

Remarks: \_\_\_\_\_

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## 8. Spiral (closed throttle) also without engine

The glider has to terminate a spiral up to 14 m/s by itself. Between 14 – 17 m/s it is not allowed that he increases the sink rate after releasing the steering lines.

Trikes have to face flying direction in spiral. The direction of the spiral has to be worse case, depending on the torque of the engine.

Terminate spiral:  ok  failed

Maximum sink speed  m/s

Remarks: \_\_\_\_\_

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## 9. Full throttle/closed throttle - torque

When flying closed throttle then full throttle until the glider is in maximum position behind you, then close throttle until glider dives maximum, then full throttle again. This has to be done twice and the glider is not allowed to collapse or enter deep stall.

Full Throttle possible:  Yes  No (remark why not)

Full throttle/closed throttle:  ok  failed

Remarks: \_\_\_\_\_

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## 10. Landing

**also without engine**

The landing has to be done with engine running and engine stopped. Important is landing with motor stopped.

It has to be possible to land the micro light without any extraordinary effort or skills by the pilot.

Landing:  ok  failed

Remarks: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
Place and Date

\_\_\_\_\_  
Signature DULV-Test pilot

**Verteiler:** Geräteakte  
Testpilot  
Antragsteller