

Header

BALDR Flight 15

Date: 2017-09-29

Location: UMore Park Airfield

Aircraft: Baldr

Pilot: Curtis Olson

Purpose: Investigating the spin susceptibility of the modified Ultra Stick 120.

Weather

- Scattered clouds, winds of 8 mph from North. Visibility 10 miles.
- METAR data from Lakeville (KLVN) and South Saint Paul (KSGS) reporting stations for the time period spanning the flight is given below.

KLVN 291832Z AUTO 35005KT 10SM CLR 16/06 A3035 RMK AO2

KSGS 291833Z AUTO 06003KT 10SM SCT038 17/06 A3035 RMK AO2 T01680060

Summary

This flight involved the modified Ultra Stick 120 in configuration-A (see below). We performed 2 stalls and 8 spin test points (see test cards on next page).

Configuration definitions

	333 g block ON	333 g block OFF
Wing masses OFF	Configuration-N (nominal)	Configuration-A (aft CG)
Wing masses ON	Configuration-B (increased Ixx)	Configuration-C (increased Ixx + aft CG)

FLT15 (Configuration-A)		Begin time:
		End time:
Class-Point	Description	Notes
X-1	Take-off	
A-1	Trim in steady & level flight (wings level, airspeed hold, heading hold, altitude hold)	
A-2	Left banked turn (altitude hold, constant bank angle, 360 deg heading change)	
B-3	Straight ahead stall (wings level, power-off, pull up), observe inherent spin tendency, and recover	
	Repeat	Total of 2 stalls
B-6	Same, pro-spin inputs, allow spin development, active recovery	
	Repeat	Total of 8 spins
X-2	Landing	