FTR - Flight Test Report Dieser Prütbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nic

Manufacturer	AIRDESIGN	Type testing No.	EAPR-GS-0843/18	
	AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam	serial number	XCIIXSIPP180709	
Model	Volt 3 XS	Landing	Achensee	
Comment		Location	Achensee	



Rev. 2.3 - 26.11.2014 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing	01.05.2018	Minimum take 60 kg		Maximum take off weight 75 kg		
Testpilot		Sepp Bauer		Mike Küng		
Harness		EAPR- Lightequipmer	nt	EAPR Testequipment		
Pilot's take off weig	ht	60	kg 💮	75 kg		





est-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1						
Rising behavior	behavior		В	Easy rising, some pilot correction is required	В	
Special take off technique required		some pilot correction is required No	Α	No	Α	
2. Landing - 4.4.2					•	
Special landing technique required		l No	A	I No	Α	
3. Speeds in straight flight - 4.4.3		110		110	1 7	
Trim speed more than 30km/h		Yes	A	Yes	l A	
Speed range using the controls larger than 10km/h	1	Yes		A Yes		
					В	
Minimum speed		Less than 25 km/h	Α	25 km/h to 30 km/h	В	
4. Control movement - 4.4.4						
Max. weight in flight up to 80kg		Increasing 40cm - 55cm	С	Increasing 40cm - 55cm	С	
Max. weight in flight 80 to 100kg			-		-	
Max. weight in flight greater than 100kg			-		-	
5. Pitch stability exiting accelerated flight - 4.4	.5					
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	Α	
Collapse occurs		No	Α	No	Α	
6. Pitch stability operating controls during account	elerated	flight - 4.4.6				
Collapse occurs		No	Α	No	Α	
7. Roll stability and damping - 4.4.7						
Oscillations		Reducing	I A	Reducing	l A	
8. Stability in gentle spirals - 4.4.8		riculating		ricadong	, ,,	
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit		
			A	Spontaneous exit	Α	
9. Behaviour exiting a fully developed spiral di	ve - 4.4.			I at a second		
Initial response of glider (first 180°) Tendency to return to straight flight		No immediate reaction Spontaneous exit	В	No immediate reaction Spontaneous exit	В	
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	A	720° to 1080°, spontaneous recovery	A B	
· ·		Less than 720 , spontaneous recovery	A	720 to 1080 , spontaneous recovery	Ь	
10. Symmetric front collapse - 4.4.10						
Folding lines used		No		No		
Entry	30%	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	Irim speed	0° - 30° Entering a turn of less than 90		30° - 60° Entering a turn of less than 90°		
Cascade occurs		No	A	No	A	
Entry	× 20 %	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	^ peeds	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	E Se	0° - 30° Entering a turn of less than 90		30° - 60° Entering a turn of less than 90°		
Cascade occurs		No	A	No	A	
Entry	50%	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	erated >	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	oeler	30° - 60° Entering a turn of less than 90		30° - 60° Entering a turn of less than 90°		
Cascade occurs	ac	No	Α	No	Α	
11. Exiting deep stall (parachutal stall) - 4.4.11						
Deep stall achieved		Yes		Yes		
Recovery		Spontaneous in less than 3 sec	A Spontaneous in less than 3 sec		Α	
Dive forward angle on exit		0° - 30°	Α	30° - 60°	В	
Change of course		Changing course less than 45°	Α	Changing course less than 45°	Α	
Cascade occurs		No	Α	No	Α	

Flight Test Report - Musterprüfnummer: EAPR-GS-0843/18 Seite 1 von 2

12. High angle of attack recovery - 4.4.12									
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
Cascade occurs	•				A	No			A
3. Recovery from a developed full stall - 4.4.13		No			NO				
Dive forward angle on exit		30° - 60° No collapse		В	30° - 60°			В	
Collapse Cascade occurs (other than collapse)					A	No collapse No			A
Rocking backward		Less than 45°			Α	Less than 45°			Α
Line tension 14. Asymmetric collapse (trim speed) - 4.4.14	14. Asymmetric collapse (trim speed) - 4.4.14		Most lines tight		Α	Most lines tight			Α
Folding lines used		No				No			
Change of course until re-inflation	Se	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inf	lation		Α	Spontaneous re	taneous re-inflation		Α
Total change of course	trim speed, x 50% colla	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	max tr	No No		A A	No No			A	
Cascade occurs		No			Α	No	ı	ı	Α
Change of course until re-inflation	esd	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-inf	lation		Α	Spontaneous re	-inflation		Α
Total change of course	im sp 75%	Less than 360°		A	Less than 360°			A	
Collapse on the opposite side occurs Twist occurs	max th	No No		A	No No			A A	
Cascade occurs					Α	No			Α
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-inf	lation		Α	Spontaneous re	-inflation		Α
Total change of course	accelerated x 50% colla	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	acı	No No			A	No No			A
Cascade occurs	_	No			A	No			A
Change of course until re-inflation	se	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-inf	lation		Α	Spontaneous re	-inflation		Α
Total change of course	celer 75%	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	ac nax 7	No No			A A	No No			A
Cascade occurs		No			Ä				
15. Directional control with a maintained asym	metric co					Ly			
Able to keep course straight	- 10	Yes		A A	Yes			A	
180° turn away from the collapsed side possible i		Yes		^	Yes				
Amount of control range between turn and stall or	spin	More than 50% of t	the symmetric of	control travel	Α	25% to 50% of	he symmetric co	ntrol travel	С
16. Trim speed spin tendency - 4.4.16		T. s.				r.			
Spin occurs 17. Low speed spin tendency - 4.4.17		No		Α	No			Α	
Spin occurs		No		Α	A No			Α	
18. Recovery from a developed spin - 4.4.18									•
Spin rotation angle after release		Stops spinning in less than 90°		Α	Stops spinning in less than 90°			Α	
Cascade occurs		No		Α	No			Α	
19. B-line-stall - 4.4.19 Change of course before release		Changing course less than 45°		Α	Changing course	e less than 45°		Α	
Behaviour before release		Remains stable with straight span		Α	Remains stable with straight span			Α	
Recovery		Spontaneous in les	s than 3 sec		А	Spontaneous in less than 3 sec			Α
			5 500		A	30° - 60°			A
Cascade occurs	Dive forward angle on exit Cascade occurs		30° - 60° No					Ä	
		1.40			A	No			
20. Big ears - 4.4.20		ı				1			
Entry procedure		Standard technique	1		A	Standard technic	que		Α
Entry procedure Behaviour during big ears		Standard technique Stable flight			A A A	Standard technic			Α
Entry procedure Behaviour during big ears Recovery		Standard technique Stable flight Spontaneous in les			A A A	Standard technic Stable flight Spontaneous in			A B
Entry procedure Behaviour during big ears		Standard technique Stable flight			A A A	Standard technic			Α
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Standard technique Stable flight Spontaneous in les	s than 3 sec		A A A	Standard technic Stable flight Spontaneous in	3 to 5 sec		A B
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		Standard technique Stable flight Spontaneous in les 0° - 30°	s than 3 sec		A A A A	Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight	3 to 5 sec		A B A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight -4.4.21 Entry procedure		Standard technique Stable flight Spontaneous in les 0° - 30° Standard technique	s than 3 sec		A A A A	Standard technic Stable flight Spontaneous in O° bis 30° Standard technic Stable flight Recovery through	3 to 5 sec	ess than a	A B A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Standard technique Stable flight Spontaneous in les 0° - 30° Standard technique Stable flight	s than 3 sec		A A A A A	Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight	3 to 5 sec	ess than a	A B A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery	rator while	Standard technique Stable flight Spontaneous in les 0° - 30° Standard technique Stable flight Spontaneous in les	s than 3 sec		A A A A A	Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Recovery throug further 3 sec	3 to 5 sec	ess than a	A B A A B
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar		Standard technique Stable flight Spontaneous in les 0° - 30° Standard technique Stable flight Spontaneous in les 0° - 30°	s than 3 sec		A A A A A A	Standard techni- Stable flight Sportlaneous in 0° bis 30° Standard techni- Stable flight Recovery throu further 3 sec 0° bis 30°	3 to 5 sec	ess than a	A B A B A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accela maintaining big ears		Standard technique Stable flight Spontaneous in les 0° - 30° Standard technique Stable flight Spontaneous in les 0° - 30°	s than 3 sec		A A A A A A	Standard techni- Stable flight Sportlaneous in 0° bis 30° Standard techni- Stable flight Recovery throu further 3 sec 0° bis 30°	3 to 5 sec	ess than a	A B A B A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs	4.4.22	Standard technique Stable flight Spontaneous in les 0° - 30° Standard technique Stable flight Spontaneous in les 0° - 30° Stable flight Yes No	s than 3 sec	72	A A A A A A	Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Recovery through further 3 sec 0° bis 30° Stable flight	3 to 5 sec	ess than a	A B A A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelarinatining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec	4.4.22	Standard technique Stable flight Spontaneous in les 0° - 30° Standard technique Stable flight Spontaneous in les 0° - 30° Stable flight Yes No	s than 3 sec	23	A A A A A A A	Standard technical Stable flight Spontaneous in 0° bis 30° Standard technical Stable flight Recovery through further 3 sec 0° bis 30° Stable flight Yes	3 to 5 sec	ess than a	A B A A B A A A A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configur Procedure works as descibed Procedure works as descibed	4.4.22	Standard technique Stable flight Spontaneous in les 0° - 30° Standard technique Stable flight Spontaneous in les 0° - 30° Stable flight Yes No	s than 3 sec	23	A A A A A A A A A A A A A A A A A A A	Standard technical Stable flight Spontaneous in 0° bis 30° Standard technical Stable flight Recovery through further 3 sec 0° bis 30° Stable flight Yes	3 to 5 sec	ess than a	A B A A A A A NA NA
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelamaintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configure Procedure works as descibed	4.4.22	Standard technique Stable flight Spontaneous in les 0° - 30° Standard technique Stable flight Spontaneous in les 0° - 30° Stable flight Yes No	s than 3 sec	23	A A A A A A A A A A A A A A A A A A A	Standard technical Stable flight Spontaneous in 0° bis 30° Standard technical Stable flight Recovery through further 3 sec 0° bis 30° Stable flight Yes	3 to 5 sec	ess than a	A B A A A A A A A

Flight Test Report - Musterprüfnummer: EAPR-GS-0843/18 Seite 2 von 2