



FTR - Flight Test Report

Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht auszugsweise, vervielfältigt werden.

Manufacturer	 AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam	Type testing No.	EAPR-GS-0856/18
		serial number	Proto
Model	Susi 3 - 13	Location	Brauneck
Comment			Achensee



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

Date of testing	16.07.2018	Minimum take off weight 50 kg	Maximum take off weight 85 kg
Testpilot	Sepp Bauer		Mike Küng
Harness	EAPR- Lightequipment		Eapr-Testequipment
Pilot's take off weight	60 kg		87 kg

Classification	D
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Test-criteria	Minimum take off weight	Evaluation	Maximum take off weight	Evaluation		
1. Inflation / take-off - 4.4.1						
Rising behavior	Smooth, easy and constant rising, no pilot correction required	A	Smooth, easy and constant rising, no pilot correction required	A		
Special take off technique required	No	A	No	A		
2. Landing - 4.4.2						
Special landing technique required	No	A	No	A		
3. Speeds in straight flight - 4.4.3						
Trim speed more than 30km/h	Yes	A	Yes	A		
Speed range using the controls larger than 10km/h	Yes	A	Yes	A		
Minimum speed	25 km/h to 30 km/h	B	25 km/h to 30 km/h	B		
4. Control movement - 4.4.4						
Max. weight in flight up to 80kg		-		-		
Max. weight in flight 80 to 100kg	Increasing 45cm - 60cm	C	Increasing 45cm - 60cm	C		
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°	A	Dive forward less than 30°	A		
Collapse occurs	No	A	No	A		
6. Pitch stability operating controls during accelerated flight - 4.4.6						
Collapse occurs	No	A	No	A		
7. Roll stability and damping - 4.4.7						
Oscillations	Reducing	A	Reducing	A		
8. Stability in gentle spirals - 4.4.8						
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A		
9. Behaviour exiting a fully developed spiral dive - 4.4.9						
Initial response of glider (first 180°)	No immediate reaction	B	No immediate reaction	B		
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A		
Turn angle to recover normal flight	720° to 1080°, spontaneous recovery	B	1080° to 1440°, spontaneous recovery	C		
10. Symmetric front collapse - 4.4.10						
Folding lines used	No		No			
Entry	No	Rocking back less than 45°	A	Rocking back less than 45°	A	
		Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30°	Keeping course	A	30° - 60°	Entering a turn of less than 90°	B
Cascade occurs	No	A	No	A		
Entry	No	Rocking back less than 45°	A	Rocking back less than 45°	A	
		Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30°	Entering a turn of less than 90°	A	30° - 60°	Entering a turn of less than 90°	B
Cascade occurs	No	A	No	A		
Entry	No	Rocking back less than 45°	A	Rocking back less than 45°	A	
		Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	30° - 60°	Keeping course	B	30° - 60°	Entering a turn of less than 90°	B
Cascade occurs	No	A	No	A		
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	A		
Dive forward angle on exit	30° - 60°	B	30° - 60°	B		
Change of course	Changing course less than 45°	A	Changing course less than 45°	A		
Cascade occurs	No	A	No	A		

12. High angle of attack recovery - 4.4.12											
Recovery	Spontaneous in less than 3 sec				A	Spontaneous in less than 3 sec				A	
Cascade occurs	No				A	No				A	
13. Recovery from a developed full stall - 4.4.13											
Dive forward angle on exit	30° - 60°				B	60° - 90°				C	
Collapse	No collapse				A	No collapse				A	
Cascade occurs (other than collapse)	No				A	No				A	
Rocking backward	Greater than 45°				C	Less than 45°				A	
Line tension	Most lines tight				A	Most lines tight				A	
14. Asymmetric collapse (trim speed) - 4.4.14											
Folding lines used	No					No					
Change of course until re-inflation	trim speed, max 50% collapse	< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A		
Re-inflation behavior		Spontaneous re-inflation				A	Spontaneous re-inflation				A
Total change of course		Less than 360°				A	Less than 360°				A
Collapse on the opposite side occurs		No				A	No				A
Twist occurs		No				A	No				A
Cascade occurs	No				A	No				A	
Change of course until re-inflation	trim speed, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	< 90°	Dive or roll angle	60° - 90°	C		
Re-inflation behavior		Spontaneous re-inflation				A	Spontaneous re-inflation				A
Total change of course		Less than 360°				A	Less than 360°				A
Collapse on the opposite side occurs		No				A	No				A
Twist occurs		No				A	No				A
Cascade occurs	No				A	No				A	
Change of course until re-inflation	accelerated, max 50% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	< 90°	Dive or roll angle	45° - 60°	C		
Re-inflation behavior		Spontaneous re-inflation				A	Spontaneous re-inflation				A
Total change of course		Less than 360°				A	Less than 360°				A
Collapse on the opposite side occurs		No				A	No				A
Twist occurs		No				A	No				A
Cascade occurs	No				A	No				A	
Change of course until re-inflation	accelerated, max 75% collapse	90° - 180°	Dive or roll angle	45° - 60°	C	90° - 180°	Dive or roll angle	60° - 90°	D		
Re-inflation behavior		Spontaneous re-inflation				A	Spontaneous re-inflation				A
Total change of course		Less than 360°				A	Less than 360°				A
Collapse on the opposite side occurs		No				A	No				A
Twist occurs		No				A	No				A
Cascade occurs	No				A	No				A	
15. Directional control with a maintained asymmetric collapse - 4.4.15											
Able to keep course straight	Yes				A	Yes				A	
180° turn away from the collapsed side possible in 10 sec	Yes				A	Yes				A	
Amount of control range between turn and stall or spin	25% to 50% of the symmetric control travel				C	25% to 50% of the symmetric control travel				C	
16. Trim speed spin tendency - 4.4.16											
Spin occurs	No				A	No				A	
17. Low speed spin tendency - 4.4.17											
Spin occurs	No				A	No				A	
18. Recovery from a developed spin - 4.4.18											
Spin rotation angle after release	Stops spinning in less than 90°				A	Stops spinning in less than 90°				A	
Cascade occurs	No				A	No				A	
19. B-line-stall - 4.4.19											
Change of course before release	Changing course less than 45°				A	Changing course less than 45°				A	
Behaviour before release	Remains stable with straight span				A	Remains stable with straight span				A	
Recovery	Spontaneous in less than 3 sec				A	Spontaneous in less than 3 sec				A	
Dive forward angle on exit	0° - 30°				A	30° - 60°				A	
Cascade occurs	No				A	No				A	
20. Big ears - 4.4.20											
Entry procedure	Standard technique				A	Standard technique				A	
Behaviour during big ears	Stable flight				A	Stable flight				A	
Recovery	Spontaneous in less than 3 sec				A	Spontaneous in less than 3 sec				A	
Dive forward angle on exit	0° - 30°				A	0° bis 30°				A	
21. Big Ears in accelerated flight - 4.4.21											
Entry procedure	Standard technique				A	Standard technique				A	
Behaviour during big ears	Stable flight				A	Unstable flight				C	
Recovery	Spontaneous in less than 3 sec				A	Spontaneous in less than 3 sec				A	
Dive forward angle on exit	0° - 30°				A	0° bis 30°				A	
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight				A	Stable flight				A	
23. Alternative means of directional control - 4.4.22											
180° turn achievable in 20 sec	Yes				A	Yes				A	
Stall or spin occurs	No				A	No				A	
23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23											
Procedure works as described					NA					NA	
Procedure suitable for novice pilots					NA					NA	
Cascade occurs					NA					NA	
24. Remarks of testpilot:											