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

Manufacturer	AIRDESIGN			
	AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam	serial number	XCIISIPP180606	
Model	Volt 3 S	Landina	Achensee	
		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 off 70 kg	weight	Maximum take off weight 85 kg		
Testpilot		Sepp Bauer		Mike Küng		
Harness		EAPR- Testequipment		EAPR Testequipment		
Pilot's take off weig	ht	70 k	g A	85 kg		





est-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1						
Rising behavior		Easy rising, some pilot correction is required	В	Easy rising, some pilot correction is required	В	
Special take off technique required		No	Α	No	Α	
2. Landing - 4.4.2						
Special landing technique required		No	A	No	Α	
3. Speeds in straight flight - 4.4.3			, ,,	1.00	, ,,	
Trim speed more than 30km/h		Yes	l A	Yes	A	
Speed range using the controls larger than 10km/l	'n	Yes	A	Yes	A	
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	Α	
4. Control movement - 4.4.4						
Max. weight in flight up to 80kg			-		-	
Max. weight in flight 80 to 100kg		Increasing 45cm - 60cm	С	Increasing 45cm - 60cm	С	
Max. weight in flight greater than 100kg			-		-	
5. Pitch stability exiting accelerated flight - 4.4	1.5	•				
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 acc	elerated	flight - 4.4.6				
Collapse occurs		No	Α	No	Α	
7. Roll stability and damping - 4.4.7		•				
Oscillations		Reducing	l A	Reducing	A	
8. Stability in gentle spirals - 4.4.8		1				
Tendency to return to straight flight		Spontaneous exit	I A	Spontaneous exit	l A	
9. Behaviour exiting a fully developed spiral d	ive - 4.4.			Oponitarious exit		
Initial response of glider (first 180°)		No immediate reaction	В	No immediate reaction	В	
Tendency to return to straight flight		Spontaneous exit	Ā	Spontaneous exit	Ā	
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	Α	720° to 1080°, spontaneous recovery		
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°	А	
Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	trim speed	0° - 30° Entering a turn of less than 9		0° - 30° Entering a turn of less than 90°	A	
Cascade occurs		No	A	No	A	
Entry	> 20%	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	< paeds	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	₩ 86	0° - 30° Entering a turn of less than 9		30° - 60° Entering a turn of less than 90°		
Cascade occurs	trim	No	Α	No	Α	
Entry	20%	Rocking back less than 45°	Α	Rocking back less than 45°	A	
Recovery	erated >	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	leleo	30° - 60° Entering a turn of less than 9		30° - 60° Entering a turn of less than 90°		
Cascade occurs	ac	No	Α	No	Α	
11. Exiting deep stall (parachutal stall) - 4.4.1	1					
Deep stall achieved		Yes		Yes		
Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit			В	30° - 60°	В	
Change of course		Changing course less than 45°	A	Changing course less than 45°	A	
Cascade occurs		No	Α	No	Α	

Flight Test Report -Musterprüfnummer: EAPR-GS-0842/18 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		No			A	No			A
13. Recovery from a developed full stall - 4.4.13		INU			NO .				
Dive forward angle on exit		30° - 60°		В	30° - 60°			В	
Collapse Cascade occurs (other than collapse)		No collapse No			A A	No collapse No			A
Rocking backward		Less than 45°			Α	Less than 45°			A
Line tension 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-inflation		А	Spontaneous 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	No No		A A	No No			A
Cascade occurs		No			Α	No	1	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-in	nflation		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 A	No No			A
Cascade occurs		No			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-in	nflation		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 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-in	nflation		А	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	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 in		Yes		^					
Amount of control range between turn and stall or	spin	More than 50% of	the symmetric	control travel	Α	25% to 50% of	the symmetric cor	ntrol travel	С
16. Trim speed spin tendency - 4.4.16		L				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 le	ss than 3 sec		А	Spontaneous in less than 3 sec			Α
Dive forward angle on exit		Spontaneous in less than 3 sec		A	30° - 60°			A	
Cascade occurs		30° - 60° No		A	No			A	
20. Big ears - 4.4.20									
Entry procedure		Standard technique			Standard technique			Α	
		· -	ie		Α		que		
Behaviour during big ears		Stable flight			Α	Stable flight			A
Behaviour during big ears Recovery		Stable flight Spontaneous in le			A A	Stable flight Spontaneous in			В
Behaviour during big ears		Stable flight			Α	Stable flight			
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		Stable flight Spontaneous in le	ss than 3 sec		A A	Stable flight Spontaneous in 0° bis 30°	3 to 5 sec		В
Behaviour during big ears Recovery Dive forward angle on exit		Stable flight Spontaneous in le	ss than 3 sec		A A A	Stable flight Spontaneous in	3 to 5 sec		B A
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure		Stable flight Spontaneous in le 0° - 30° Standard techniqu	ss than 3 sec		A A A	Stable flight Spontaneous in 0° bis 30° Standard technic	3 to 5 sec		B A
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		Stable flight Spontaneous in le 0° - 30° Standard techniqu Stable flight	ss than 3 sec		A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight	3 to 5 sec		A A
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	Stable flight Spontaneous in le 0° - 30° Standard techniqu Stable flight Spontaneous in le	ss than 3 sec		A A A A	Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Spontaneous in	3 to 5 sec		A A A
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		Stable flight Spontaneous in le 0° - 30° Standard techniqu Stable flight Spontaneous in le 0° - 30°	ss than 3 sec		A A A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight Spontaneous in 0° bis 30°	3 to 5 sec		A A A A
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		Stable flight Spontaneous in le 0° - 30° Standard techniqu Stable flight Spontaneous in le 0° - 30°	ss than 3 sec		A A A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight Spontaneous in 0° bis 30°	3 to 5 sec		A A A A
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	Stable flight Spontaneous in le 0° - 30° Standard techniqu Stable flight Spontaneous in le 0° - 30° Stable flight Yes No	ss than 3 sec	22	A A A A A	Stable flight Spontaneous in 0° bis 30° Standard techni- Stable flight Spontaneous in 0° bis 30° Stable flight	3 to 5 sec		A A A A
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	4.4.22	Stable flight Spontaneous in le 0° - 30° Standard techniqu Stable flight Spontaneous in le 0° - 30° Stable flight Yes No	ss than 3 sec	23	A A A A A A	Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Spontaneous in 0° bis 30° Stable flight Yes	3 to 5 sec		A A A A A
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	Stable flight Spontaneous in le 0° - 30° Standard techniqu Stable flight Spontaneous in le 0° - 30° Stable flight Yes No	ss than 3 sec	23	A A A A A A A A A A A A A A A A A A A	Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Spontaneous in 0° bis 30° Stable flight Yes	3 to 5 sec		A A A A A A NA NA
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 configure Procedure works as descibed	4.4.22	Stable flight Spontaneous in le 0° - 30° Standard techniqu Stable flight Spontaneous in le 0° - 30° Stable flight Yes No	ss than 3 sec	23	A A A A A A A A A A	Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Spontaneous in 0° bis 30° Stable flight Yes	3 to 5 sec		A A A A A A A A A

Flight Test Report - Musterprüfnummer: EAPR-GS-0842/18 Seite 2 von 2