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

Manufacturer	AIRDESIGN	Type testing No.	EAPR-GS-0799/18
	AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam	serial number	X505161PP172614
Model	Susi 3.16	Landing	Achensee
Comment	glider was tested with a crossline	Location	Bassano



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

Date of testing	03.11.2017	Minimum take of 75 kg	weight	Maximum take off weight 89 kg			
Testpilot		Mike Küng		Pascal Purin			
Harness		EAPR-Testequipment		EAPR-light			
Pilot's take off weight		75 k		87	kg		

Classification

C



Test-criteria	Minimum take off weight	Minimum take off weight Evaluation Maxim		Evaluation
1. Inflation / take-off - 4.4.1	•			
Rising behavior	no pilot correction required	A no pilot correction required		Α
Special take off technique required	No	Α	No	Α
2. Landing - 4.4.2		•		•
Special landing technique required	l No	D A No		Α
3. Speeds in straight flight - 4.4.3				
Trim speed more than 30km/h	Yes	l A	Yes	l A
Speed range using the controls larger than 10km/h	Yes	Α	Yes	Α
Minimum speed	25 km/h to 30 km/h	В	25 km/h to 30 km/h	В
4. Control movement - 4.4.4	23 MINI to 00 MINI		25 (4) 11 (5 5 5 14) 11	D
Max. weight in flight up to 80kg		-		-
Max. weight in flight 80 to 100kg	Approx. > 60cm	В	Increasing 45cm - 60cm	С
Max. weight in flight greater than 100kg	constant	-		-
5. Pitch stability exiting accelerated flight - 4.4.5				
Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerate	ed flight - 4.4.6	•		•
Collapse occurs	l No	А	No	A
7. Roll stability and damping - 4.4.7				
Oscillations	Reducing	А	Reducing	A
8. Stability in gentle spirals - 4.4.8				
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive -	1.4.9			
Initial response of glider (first 180°)	No immediate reaction	В	No immediate reaction	В
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	720° to 1080°, spontaneous recovery	В
10. Symmetric front collapse - 4.4.10				
Folding lines used	No		No	
Entry S	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery Dive forward angle on exit	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Bit o formard drigle of toxic	0° - 30° Entering a turn of less than 90°	Α	30° - 60° Keeping course	В
Cubcudo Codaio	No	A	No No	A
Entry %	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery Dive forward angle on exit	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Bive forward drigic off exit	0° - 30° Entering a turn of less than 90°	Α	30° - 60° Keeping course	В
Cascade occurs	No	A	No	A
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	30° - 60° Entering a turn of less than 90° No	В	30° - 60° Keeping course	В
Cascade occurs	INO	А	No	A
11. Exiting deep stall (parachutal stall) - 4.4.11			Ves	
Deep stall achieved	Yes		Yes	
Recovery	Spontaneous in less than 3 sec			Α
Dive forward angle on exit	30° - 60°	В	30° - 60°	B A
Change of course	Changing course less than 45°			
Cascade occurs	No	Α	No	Α

Flight Test Report -Musterprüfnummer: EAPR-GS-0799/18 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 No			A	
13. Recovery from a developed full stall - 4.					140				
Dive forward angle on exit		30° - 60°		В	30° - 60°			В	
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse No			A
Rocking backward		Less than 45°			Α	Less than 45°			A
Line tension 14. Asymmetric collapse (trim speed) - 4.4.1	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	Spontaneous re-inflation		Α	Spontaneous re	-inflation	•	Α
Total change of course	trim speed,	Less than 360°	Less than 360° No		A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	⊒ax [⊥]	No No		A	No No			A	
Cascade occurs		No			Α	No		ı	Α
Change of course until re-inflation	esd	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re	-inflation		Α	Spontaneous re	-inflation		Α
Total change of course Collapse on the opposite side occurs	rim s	Less than 360° No		A	Less than 360°			A	
Twist occurs	max t	No		Α	No No			Α	
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	esc	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re	-inflation		Α	Spontaneous re	-inflation		А
Total change of course	celer 50%	Less than 360°			Α	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	ac ac	No No			A	No No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	esc	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re	-inflation		Α	Spontaneous re	-inflation		Α
Total change of course	cele 75%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	max a	No No			A	No No			A A
Cascade occurs		No			Α	No			Α
15. Directional control with a maintained asy Able to keep course straight	mmetric co	Yes			l A	Yes			A
180° turn away from the collapsed side possible	in 10 sec	Yes More than 50% of the symmetric control travel		A	Yes			A	
					More than 50% of the symmetric control travel				
Amount of control range between turn and stall of	or spin	More than 50%	of the symmetric	control travel	Α	More than 50%	of the symmetric	control travel	А
16. Trim speed spin tendency - 4.4.16 Spin occurs		No			l A	No			A
17. Low speed spin tendency - 4.4.17		INC			140				
Spin occurs		No		A No			Α		
18. Recovery from a developed spin - 4.4.1	В								
Spin rotation angle after release		Stops spinning in less than 90°		Α	Stops spinning in less than 90°			Α	
Cascade occurs 19. B-line-stall - 4.4.19		No		Α	No			Α	
Change of course before release		Changing course less than 45°		Α	Changing course less than 45°			А	
Behaviour before release		Remains stable with straight span		Α	Remains stable with straight span			Α	
Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Dive forward angle on exit		0° - 30°			A	Spontaneous in less than 3 sec 30° - 60°			A
Cascade occurs		No			A	No			A
20. Big ears - 4.4.20									
		Standard technique			Standard technique			Α	
Entry procedure			que		A		400		
Behaviour during big ears		Stable flight			Α	Stable flight	•		A
Behaviour during big ears Recovery		Stable flight Spontaneous in			A A	Stable flight Spontaneous in	•		Α
Behaviour during big ears		Stable flight			Α	Stable flight	•		
Behaviour during big ears Recovery Dive forward angle on exit		Stable flight Spontaneous in	less than 3 sec		A A	Stable flight Spontaneous in	less than 3 sec		Α
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		Stable flight Spontaneous in 0° - 30°	less than 3 sec		A A A	Stable flight Spontaneous in 0° bis 30°	less than 3 sec		A 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 0° - 30° Standard techni	less than 3 sec		A A A	Stable flight Spontaneous in 0° bis 30° Standard techni	less than 3 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 Dive forward angle on exit	locatorb. ¹	Stable flight Spontaneous in 0° - 30° Standard techni Stable flight Spontaneous in 0° - 30°	less than 3 sec		A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight	less than 3 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 accelerated flight of the commendation		Stable flight Spontaneous in 0° - 30° Standard techni Stable flight Spontaneous in 0° - 30°	less than 3 sec		A A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight Spontaneous in	less than 3 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 accelerationing big ears 23. Alternative means of directional control		Stable flight Spontaneous in 0° - 30° Standard techni Stable flight Spontaneous in 0° - 30° Stable flight	less than 3 sec		A A A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight Spontaneous in 0° bis 30° Stable flight	less than 3 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 acceleration in the process of the comment of the		Stable flight Spontaneous in 0° - 30° Standard techni Stable flight Spontaneous in 0° - 30° Stable flight Yes	less than 3 sec		A A A A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight Spontaneous in 0° bis 30° Stable flight Yes	less than 3 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 accelerationing big ears 23. Alternative means of directional control	- 4.4.22	Stable flight Spontaneous in 0° - 30° Standard techni Stable flight Spontaneous in 0° - 30° Stable flight Yes No	less than 3 sec	23	A A A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight Spontaneous in 0° bis 30° Stable flight	less than 3 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 accelerate interest in the acceleration in the accelerat	- 4.4.22	Stable flight Spontaneous in 0° - 30° Standard techni Stable flight Spontaneous in 0° - 30° Stable flight Yes No	less than 3 sec	23	A A A A A A A A A A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight Spontaneous in 0° bis 30° Stable flight Yes	less than 3 sec		A A A A 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 accelerating 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 config	- 4.4.22	Stable flight Spontaneous in 0° - 30° Standard techni Stable flight Spontaneous in 0° - 30° Stable flight Yes No	less than 3 sec	23	A A A A A A A A A	Stable flight Spontaneous in 0° bis 30° Standard techni Stable flight Spontaneous in 0° bis 30° Stable flight Yes	less than 3 sec		A A A A A A

Flight Test Report - Musterprüfnummer: EAPR-GS-0799/18 Seite 2 von 2