FTR - Flight Test Report

Manufacturer		Type testing No.	EAPR-GS-0841/18	Fct=
	AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam	serial number	Proto	Messen Prüfen Bewerten Rev. 2.3 - 26.11.2014
Model	Volt 3 L	Leastien	Schruns	EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany
		- Location	Rofan, Achensee	

se, vervielfältigt werden

Date of testing	16.05.2018	Minimum take o 100 kg		Maximum take off weight 125 kg		
Testpilot		Johannes Tschofen		Anselm Rauh	J.	
Harness		EAPR schweer		EAPR	dia K	
Pilot's take off weig	ht	100	kg	124	kg	

Classification	С
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Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1		1			
Rising behavior		Easy rising,	В	Easy rising,	В
Special take off technique required		some pilot correction is required	A No		А
2. Landing - 4.4.2		140	A	110	A
		AL.		N.	
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	А	Yes	A
Minimum speed		25 km/h to 30 km/h	В	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			-		-
Max. weight in flight greater than 100kg		Increasing 50cm - 65cm	С	Increasing 50cm - 65cm	С
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 acc	celerated	flight - 4.4.6			
Collapse occurs		No	А	No	А
7. Roll stability and damping - 4.4.7		1.2			
Oscillations		Reducing	А	Reducing	A
8. Stability in gentle spirals - 4.4.8		neducing	~	neddenig	
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	А
			A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral d	live - 4.4				
Initial response of glider (first 180°) Tendency to return to straight flight		No immediate reaction Spontaneous exit	B	No immediate reaction Spontaneous exit	B
Turn angle to recover normal flight		720° to 1080°, spontaneous recovery	B	1080° to 1440°, spontaneous recovery	C
° °		720 to 1000, spontaneous recovery	D	1000 to 1440 ; spontaneous recovery	U
10. Symmetric front collapse - 4.4.10		1			
Folding lines used		No Rocking back less than 45°	A	No Rocking back less than 45°	A
Entry	~ 30%				
Recovery	pe	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	peeds	0° - 30° Keeping course	А	0° - 30° Keeping course	А
Cascade occurs	trim	No	A	No	A
Entry	> 50%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	peed u	0° - 30° Keeping course	A	0° - 30° Keeping course	А
Cascade occurs	trim	No	А	No	А
Entry	50%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	tcoelerated > 5	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	belera	0° - 30° Keeping course	A	0° - 30° Keeping course	А
Cascade occurs	acc	No	A	No	A
11. Exiting deep stall (parachutal stall) - 4.4.1	1				
Deep stall achieved		Yes		Yes	
Recovery		Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit		0° - 30°	A	0° - 30°	
Change of course		Changing course less than 45°	A	Changing course less than 45°	
Cascade occurs		No	A	No	A

12. High angle of attack recovery - 4.4.12									
Recovery	Spontaneous in less than 3 sec			А	Spontaneous in less than 3 sec			А	
Cascade occurs	No			A	No			A	
13. Recovery from a developed full stall - 4.4.1	13	NO				NO			
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°		A	Less than 45°			A	
Line tension 14. Asymmetric collapse (trim speed) - 4.4.14		Most lines tight			A	Most lines tight			A
Folding lines used		No				No			
Change of course until re-inflation	θ	< 90°	Dive or roll angle	0° - 15°	А	< 90°	Dive or roll angle	0° - 15°	А
Re-inflation behavior	trim speed, max 50% collapse	Spontopoque re	inflation		A	Spontonoque re	inflation		А
Total change of course	% co	Spontaneous re-inflation Less than 360°		A	Spontaneous re-inflation Less than 360° No No No		A		
Collapse on the opposite side occurs	trim LX 50	No		A				A	
Twist occurs Cascade occurs	ma	No No		A			A		
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
Change of course unit re-initation	apse	< 90	Dive or roll angle	15 - 45	A	< 90	Dive of roll angle	10 - 40	A
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re	e-inflation		А	Spontaneous re	-inflation		A
Total change of course	im sp 75%	Less than 360°		A	Less than 360°			A	
Collapse on the opposite side occurs Twist occurs	tr max	No No			A	No No			A
Cascade occurs		No			А	No			A
Change of course until re-inflation	e	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	0° - 15°	А
Re-inflation behavior	accelerated, max 50% collapse		inflation	1			inflation		
	leratt % col	Spontaneous re	=iriliatiON		A	Spontaneous re	-пшаноп		A
Total change of course Collapse on the opposite side occurs	acce < 50%	Less than 360° No			A	Less than 360° No			A
Twist occurs	ma	No			Α	No			А
Cascade occurs		No		450 15-	A	No		150 150	A
Change of course until re-inflation	bse	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re	e-inflation		А	Spontaneous re	-inflation		А
Total change of course	accelerated ix 75% colla	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	ac nax 7	No No			A	No No			A
Cascade occurs	L	No			A	No			Â
15. Directional control with a maintained asymptotic	metric co	llapse - 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	onin	25% to 50% of	the symmetric co	atral traval	0	More then E0%	of the symmetrie (antral traval	^
Amount of control range between turn and stall or 16. Trim speed spin tendency - 4.4.16	spin	25% to 50% of	the symmetric cor	ntrol travel	С	More than 50%	of the symmetric of	control travel	A
16. Trim speed spin tendency - 4.4.16 Spin occurs	spin	25% to 50% of No	the symmetric cor	ntrol travel	C	More than 50%	of the symmetric of	control travel	A
16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17	spin	No	the symmetric cor	ntrol travel	A	No	of the symmetric of	control travel	A
16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs	spin		the symmetric cor	ntrol travel			of the symmetric of	control travel	
16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18	spin	No		ntrol travel	A	No No		control travel	A
16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release	spin	No No Stops spinning i		ntrol travel	A A C	No No Stops spinning in		control travel	A A C
16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18	spin	No		ntrol travel	A	No No		control travel	A
16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs	spin	No No Stops spinning i	in 90° to 180°	ntrol travel	A A C	No No Stops spinning in	n 90° to 180°	control travel	A A C
16. Trim speed spin tendency - 4.4.16 Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19	spin	No No Stops spinning i No Changing cours	in 90° to 180°		A A C A	No No Stops spinning in No Changing course	n 90° to 180°		A A C A
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