


# FTR - Flight Test Report / Tandem Trimmer: offen / open

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

<b>Manufacturer</b>	 AIRDESIGN GmbH Rhombergstraße 9 A-6907 Absam	<b>Type testing No.</b>	EAPR-GS-0333/15
		<b>serial number</b>	xa04xxlipp143010a
<b>Model</b>	Hike	<b>Location</b>	Achensee
			Achensee



<b>Date of testing</b>	29.11.2014	<b>Minimum take off weight</b>	110 kg	<b>Maximum take off weight</b>	180 kg
<b>Testpilot</b>	Anselm Rauh			Mike Küng	
<b>Harness</b>	EAPR leicht			EAPR-Testequipment	
<b>Pilot's take off weight</b>	109 kg			180 kg	

<b>Classification</b>	<b>B</b>
-----------------------	----------



Test-criteria	Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
<b>1. Inflation / take-off - 4.4.1</b>				
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
<b>2. Landing - 4.4.2</b>				
Special landing technique required	No	A	No	A
<b>3. Speeds in straight flight - 4.4.3</b>				
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	Less than 25 km/h	A	25 km/h to 30 km/h	B
<b>4. Control movement - 4.4.4</b>				
Max. weight in flight greater than 100kg	Increasing > 65cm	A	Increasing > 65cm	A
<b>7. Roll stability and damping - 4.4.7</b>				
Oscillations	Reducing	A	Reducing	A
<b>8. Stability in gentle spirals - 4.4.8</b>				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
<b>9. Behaviour exiting a fully developed spiral dive - 4.4.9</b>				
Initial response of glider (first 180°)	Immediate reduction of rate in turn	A	No immediate reaction	B
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	720° to 1080°, spontaneous recovery	B
<b>10. Symmetric front collapse - 4.4.10</b>				
Folding lines used	No		No	
Entry	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
<b>11. Exiting deep stall (parachutal stall) - 4.4.11</b>				
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	0° - 30°	A	30° - 60°	B
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
<b>12. High angle of attack recovery - 4.4.12</b>				
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Cascade occurs	No	A	No	A
<b>13. Recovery from a developed full stall - 4.4.13</b>				
Dive forward angle on exit	0° - 30°	A	30° - 60°	B
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapse)	No	A	No	A
Rocking backward	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
<b>14. Asymmetric collapse (accelerated) - 4.4.14</b>				
Folding lines used	No		No	
Change of course until re-inflation	< 90°   Dive or roll angle   0° - 15°	A	90° - 180°   Dive or roll angle   15° - 45°	B
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	90° - 180°   Dive or roll angle   15° - 45°	B	90° - 180°   Dive or roll angle   15° - 45°	B
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	More than 50% of the symmetric control travel	A	More than 50% of the symmetric control travel	A
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
21. Big Ears in accelerated flight - 4.4.21				
Entry procedure	Special device required	A	Standard technique	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in 3 to 5 sec	B	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30°	A	0° bis 30°	A
Behavior when closing the trimmer 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:				