




FTR - Flight Test Report

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

Manufacturer	 AIRDESIGN GmbH Rhambergstraße 9 A-6367 Absam	Type testing No.	EAPR-GS-0770/18
		serial number	XA11XXS1PP174329
Model	Eazy 2 XXS	Location	Brauneck
Comment	50kg testflight by sep. Testpilot		Achensee



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

Date of testing	05.03.2018	Minimum take off weight	50 kg	Maximum take off weight	72 kg
Testpilot	Sepp Bauer			Mike Küng	
Harness	EAPR- Lightequipment			EAPR-Testequipment	
Pilot's take off weight	50/65 kg			72 kg	

Classification	A
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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	Less than 25 km/h	A	Less than 25 km/h	A	
4. Control movement - 4.4.4					
Max. weight in flight up to 80kg	Increasing > 55cm	A	Increasing > 55cm	A	
Max. weight in flight 80 to 100kg		-		-	
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°)	Immediate reduction of rate in turn	A	Immediate reduction of rate in turn	A	
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A	
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A	
10. Symmetric front collapse - 4.4.10					
Folding lines used	No		No		
Entry	trim speed < 30%	Rocking back less than 45°	A	Rocking back less than 45°	A
		Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
		0° - 30° Keeping course	A	0° - 30° Keeping course	A
		Cascade occurs	No	A	No
Entry	trim speed > 30%	Rocking back less than 45°	A	Rocking back less than 45°	A
		Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
		0° - 30° Keeping course	A	0° - 30° Entering a turn of less than 90°	A
		Cascade occurs	No	A	No
Entry	accelerated > 50%	Rocking back less than 45°	A	Rocking back less than 45°	A
		Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
		0° - 30° Keeping course	A	0° - 30° Entering a turn of less than 90°	A
		Cascade occurs	No	A	No
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	0° - 30°	A	0° - 30°	A	
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	0° - 30°			A	0° - 30°			A	
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	
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	0° - 15°	A	< 90°	Dive or roll angle	15° - 45°	A
		Spontaneous re-inflation			A	Spontaneous re-inflation			A
Re-inflation behavior	trim speed, max 50% collapse	Less than 360°			A	Less than 360°			A
Total change of course		No			A	No			A
Collapse on the opposite side occurs	trim speed, max 75% collapse	No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs	trim speed, max 75% collapse	No			A	No			A
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	trim speed, max 75% collapse	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	accelerated, max 50% collapse	No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs	accelerated, max 50% collapse	No			A	No			A
Change of course until re-inflation		< 90°	Dive or roll angle	0° - 15°	A	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	accelerated, max 75% collapse	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	accelerated, max 75% collapse	No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs	accelerated, max 75% collapse	No			A	No			A
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	accelerated, max 75% collapse	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	accelerated, max 75% collapse	No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs	accelerated, max 75% collapse	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	
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	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	
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:									