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

Manufacturer	AIRDESIGN	Type testing No.	EAPR-GS-0771/18
	AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam	serial number	Proto
Model	EAZY 2 XS	I annulian	Brauneck
		- Location	Achensee



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

Date of testing	02.03.2018	Minimum take of 60 kg	if weight	Maximum take off weight 78 kg			
Testpilot		Sepp Bauer		Mike Küng			
Harness		EAPR- Lightequipment		EAPR-Testequipment			
Pilot's take off weigh	nt	60 k	rg /	78 kg			

Classification



Test-criteria	Minimum take off weight	Evaluation	Maximum take off weight	Evaluatio
1. Inflation / take-off - 4.4.1				
Rising behavior	no pilot correction required			Α
Special take off technique required	No	A	No	Α
2. Landing - 4.4.2	110	, ,,	1.0	
Special landing technique required	No	А	No	Α
3. Speeds in straight flight - 4.4.3	INC	A	140	A
	Ly		Yes	
Trim speed more than 30km/h	Yes			A
Speed range using the controls larger than 10km/h	Yes	Yes A Yes		
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	Increasing > 55cm A Increasing > 55cm		Increasing > 55cm	А
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°		Dive forward less than 30°	
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerate		Α	I NO	
,	•		Al.	
Collapse occurs	No	Α	No	Α
7. Roll stability and damping - 4.4.7				
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals - 4.4.8				
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	А
9. Behaviour exiting a fully developed spiral dive -	4.4.9			
Initial response of glider (first 180°)	Immediate reduction of rate in turn	Α	Immediate reduction of rate in turn	Α
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse - 4.4.10				
Folding lines used	No		No	
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	А
Recovery  Dive forward angle on exit		Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs	INO	Α	No	Α
Entry	Rocking back less than 45°	A	Rocking back less than 45°	Α
Recovery		Α	Spontaneous in less than 3 sec	Α
Dive lotward arigie off exit	0 00 Reciping course	Α	0° - 30° Entering a turn of less than 90°	Α
Cascade occurs	140	Α	No	Α
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	0° - 30° Keeping course	Α	0° - 30° Entering a turn of less than 90°	Α
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall) - 4.4.11				
Deep stall achieved	Yes		Yes	
Recovery	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	0° - 30°	Α	0° - 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
	No	A	No	Α

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12. High angle of attack recovery - 4.4.12									
covery Spontaneous in less than		ess than 3 sec		Α	Spontaneous in less than 3 sec			А	
Cascade occurs		No			Α	No			Α
13. Recovery from a developed full stall - 4.4.13					•				
Dive forward angle on exit		0° - 30°			Α	0° - 30°			Α
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse No			A A
Rocking backward		Less than 45°			A	Less than 45°			A
Line tension		Most lines tight			Α	Most lines tight			А
14. Asymmetric collapse (trim speed) - 4.4.14		No				No			
Folding lines used		< 90°		00 150		< 90°	Dive or roll angle	150 450	^
Change of course until re-inflation	bse	< 90-	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation			Α	Spontaneous re	Α		
Total change of course	trim speed x 50% colla	Less than 360° No No		Α	Less than 360° No No			Α	
Collapse on the opposite side occurs Twist occurs	nax tri			A				A A	
Cascade occurs	_	No			A	No		A	
Change of course until re-inflation	ө	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
De tefferte behante.	trim speed, max 75% collapse	0	- n - r	1	•	0	1-0-0	l	
Re-inflation behavior	obee ocol	Spontaneous re-i	ntiation		Α	Spontaneous re	-inflation		Α
Total change of course Collapse on the opposite side occurs	trim speed x 75% colls	Less than 360° No	Less than 360°		A	Less than 360° No			A A
Twist occurs	mag.	No		Α	No			Α	
Cascade occurs		No		Α	No			Α	
Change of course until re-inflation		< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α
	d, apse			L			<u> </u>	L	
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-i	nflation		Α	Spontaneous re	-inflation		Α
Total change of course	ccele 50%	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	max	No No		A	No No			A	
Cascade occurs		No			A	No			A
Change of course until re-inflation	Φ	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-i	inflation	1	Α	Spontaneous re	inflation	1	Α
	lerat % co		Tillation			· .	-IIIIation		
Total change of course  Collapse on the opposite side occurs	ассе x 75°	Less than 360°			A	Less than 360° No			A
Twist occurs	ma	No			Α	No			Α
Cascade occurs		No A 4 1 5			Α	No			Α
15. Directional control with a maintained asymptotic to keep course straight	metric co	Yes			Α	Yes			Α
	n 10 coc	Yes		A	Yes			A	
180° turn away from the collapsed side possible in 10 sec						103			
Amount of control range between turn and stall or spin		More than 50% of the symmetric control travel			Α	A More than 50% of the symmetric control travel			
16. Trim speed spin tendency - 4.4.16									
Spin occurs		No			Α	No			Α
17. Low speed spin tendency - 4.4.17		I No			I No				
Spin occurs  18. Recovery from a developed spin - 4.4.18		No			Α	No			Α
						I			
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 cours	e less than 45°		Α
Behaviour before release				A	Remains stable with straight span			A	
23		Remains stable with straight span		^				^	
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
Dive forward angle on exit		0° - 30°		A	30° - 60°			A	
Cascade occurs  20. Big ears - 4.4.20		No			Α	No			Α
		Oranda III II				0			
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			Α	Spontaneous in less than 3 sec			А
Dive forward angle on exit		0° - 30°			Α	0° bis 30°			А
21. Big Ears in accelerated flight - 4.4.21									
Entry procedure		Standard technique		Α	Standard technique			Α	
Behaviour during big ears		Stable flight		Α	Stable flight			Α	
Behaviour during big ears	Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α
		0° - 30°		Α	0° bis 30°			Α	
Recovery Dive forward angle on exit		0° - 30°				Stable flight			Α
Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar	ator while	0° - 30° Stable flight			Α	Stable flight			/ \
Recovery Dive forward angle on exit					А	Stable flight			,,,
Recovery  Dive forward angle on exit  Behaviour immediately after releasing the accelar maintaining big ears  23. Alternative means of directional control -		Stable flight							
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		Stable flight Yes			A	Yes			A
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 Yes No	s manual - 4 4 4	23					
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 Yes No	s manual - 4.4.	23	A	Yes			A
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 suitable for novice pilots	4.4.22	Stable flight Yes No	s manual - 4.4.	23	A A NA NA	Yes			A A NA NA
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 Yes No	s manual - 4.4.	23	A A	Yes			A A