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

Manufacturer	AIRDESIGN	Type testing No.	EAPR-GS-0772/18	
	AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam	serial number	XA11S1PP172616	
Model	Eazy-2 S	Landin	Maurach	
Comment	glider was tested with a crossline	Location	Annecy, Frankreich	



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

Date of testing	26.09.2017	Minimum take 72 kg	~	Maximum take off weight 92 kg			
Testpilot		Mike Küng		Pascal Purin			
Harness		EAPR-Testequipmen	t	EAPR-Schwer			
Pilot's take off weight		72	kg	92	kg		

Classification



Test-criteria	Test-criteria		Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1		Minimum take off weight		,		
		Simootii, easy and constant rising,	^	Sinouth, easy and constant rising,		
Rising behavior		no pilot correction required	Α	no pilot correction required	Α	
Special take off technique required		No	Α	No	A	
2. Landing - 4.4.2						
Special landing technique required		No	Α	No	Α	
3. Speeds in straight flight - 4.4.3						
Trim speed more than 30km/h		Yes	Α	Yes	Α	
Speed range using the controls larger than 10km/h	1	Yes	Α	Yes	Α	
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α	
4. Control movement - 4.4.4						
Max. weight in flight up to 80kg			-		-	
Max. weight in flight 80 to 100kg		Increasing > 60cm	Α	Increasing > 60cm	А	
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°	Α	Dive forward less than 30°	А	
Collapse occurs		No	Α	No	Α	
6. Pitch stability operating controls during acc	elerated	flight - 4.4.6				
Collapse occurs		No A No		No	A	
7. Roll stability and damping - 4.4.7			•			
Oscillations		Reducing	Α	Reducing	A	
8. Stability in gentle spirals - 4.4.8				9		
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	l A	
9. Behaviour exiting a fully developed spiral di	vo - 4.4			Oponitarieous exit	А	
Initial response of glider (first 180°)	• • • • • • • • • • • • • • • • • • • •	Immediate reduction of rate in turn	Α	Immediate reduction of rate in turn	А	
endency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A	
Turn angle to recover normal flight	, , ,		A	Less than 720°, spontaneous recovery	A	
10. Symmetric front collapse - 4.4.10		Less than 720°, spontaneous recovery			, , ,	
Folding lines used		No		No		
Entry	.9	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	%0c ~ pe	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A	
Dive forward angle on exit	peeds	0° - 30° Entering a turn of less than 90°	Α	0° - 30° Keeping course	А	
Cascade occurs	fri	No	A	No	A	
Entry	%	Rocking back less than 45°	Α	Rocking back less than 45°	А	
Recovery	%05 < bd	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	А	
Dive forward angle on exit	peeds u	0° - 30° Keeping course	Α	0° - 30° Keeping course	А	
Cascade occurs	ų,	No	Α	No	Α	
Entry	Merated > 50%	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	accelera	0° - 30° Entering a turn of less than 90°	Α	0° - 30° Keeping course	Α	
Cascade occurs	ac	No	Α	No	Α	
11. Exiting deep stall (parachutal stall) - 4.4.11	l					
Deep stall achieved		Yes		Yes		
Recovery	ecovery		than 3 sec A Spontaneou		А	
Dive forward angle on exit		0° - 30°	A 0° - 30°		А	
Change of course		Changing course less than 45°	Α	Changing course less than 45°		
scade occurs		No	Α	No	^	

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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			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 Cascado occurs (other than collapse)		No collapse No			A	No collapse No			A
Cascade occurs (other than collapse) Rocking backward		Less than 45°			A	Less than 45°			A
Line tension		Most lines tight			Α	Most lines tight			Α
14. Asymmetric collapse (trim speed) - 4.4.14									
Folding lines used		No	1	1		No	1	I	
Change of course until re-inflation	esc	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
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			А	Less than 360°			Α
Collapse on the opposite side occurs	trin ax 5				Α	No			Α
Twist occurs Cascade occurs	Ε	No No			A	No No			A
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	15° - 45°	A
orange or course until te illination	trim speed, max 75% collapse		Dive of for angle	15 45		1 30	Dive of foll angle	10 40	
Re-inflation behavior	colla	Spontaneous re	e-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course	trim speed < 75% colla	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	nax i	No No		A	No No			A	
Cascade occurs	_	No No			A	No			A
			n .	480				0- 1-	
Change of course until re-inflation	esc	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re	e-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course	elera 0% c	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs	acc ax 5	No			Α	No			Α
Twist occurs Cascade occurs	Ε	No No			A	No No			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 until re-illiation	esd.	< 90	Dive or roll angle	15 - 45	A	< 90	Dive or roll angle	15 - 45	Α
Re-inflation behavior	atec	Spontaneous re	e-inflation		Α	Spontaneous re	e-inflation		Α
Total change of course	accelerated, max 75% collapse	Less than 360°			Α	Less than 360°			Α
Collapse on the opposite side occurs Twist occurs	ac nax ī	No No No			A	No No			A
Cascade occurs	_				A	No			A
15. Directional control with a maintained asymmetry	metric co	llapse - 4.4.15			•				
Able to keep course straight		Yes			Α	Yes			Α
180° turn away from the collapsed side possible in	10 sec	Yes			Α	Yes			Α
Amount of control range between turn and stall or spin		More than 50% of the symmetric control travel			Α	More than 50%	Α		
-	spiri	Wore than 50 %	of the symmetric	Control traver		Wore than 50 %	or the symmetric	Control traver	Α
16. Trim speed spin tendency - 4.4.16		T.N.				T.N.			
Spin occurs		No			Α	No	А		
17. Low speed spin tendency - 4.4.17 Spin occurs		No			А	No			А
18. Recovery from a developed spin - 4.4.18		110				110			
		Stops spinning in less than 90°			Α	Stops spinning in less than 90°			Α
Spin rotation angle after release		· · · ·				No			
Cascade occurs 19. B-line-stall - 4.4.19		No			Α	140	А		
Change of course before release		Changing course	e less than 45°		A	Changing cours	e less than 45°		А
Behaviour before release			Remains stable with straight span			Remains stable with straight span			Α
			ou aigin opan	-	А	Tiernams stable with straight span			
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			Α
Dive forward angle on exit		30° - 60°			A	0° - 30°	A		
Cascade occurs 20. Big ears - 4.4.20		No			Α	No			Α
-		I				I			
Entry procedure		Standard technique			Α	Standard technique			Α
Behaviour during big ears		Stable flight			Α	Stable flight			Α
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			Α
Dive forward angle on exit		0° - 30°			Α	0° bis 30°			Α
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			A
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in	Α		
Dive forward angle on exit		0° - 30°			A	0° bis 30°			A
Behaviour immediately after releasing the accelarator while		Stable flight			A	Stable flight	A		
maintaining big ears		Otable Hight				Otable IIIgHt			
23. Alternative means of directional control - 4	1.4.22	1							
		Yes			Α	Yes			Α
180° turn achievable in 20 sec		No			Α	No			Α
180° turn achievable in 20 sec Stall or spin occurs									
Stall or spin occurs 23. Any other flight procedure and/or configura	ation des	cribed in the use	r's manual - 4.4.	23					
Stall or spin occurs 23. Any other flight procedure and/or configure Procedure works as descibed	ation des	cribed in the user	r's manual - 4.4.	23	NA NA				NA NA
Stall or spin occurs 23. Any other flight procedure and/or configura	ation des	cribed in the use	r's manual - 4.4.	23	NA NA NA				NA NA NA
Stall or spin occurs 23. Any other flight procedure and/or configure Procedure works as descibed Procedure suitable for novice pilots	ation des	cribed in the user	r's manual - 4.4.	23	NA				NA