FTR - Flight Test Report Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nich

Manufacturer	AIRDESIGN	Type testing No.	EAPR-GS-0773/18
	AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam	serial number	XA11M1PP374327
Model	Eazy 2 M	Leastion	Fulpmes
Comment	glider was tested with a crossline	Location	Hopfgarten, Hohe Salve



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

Date of testing	23.12.2017	Minimum take off weight 85 kg			Maximum take off weight 105 kg			
Testpilot		Johannes Tschofen			Anselm Rauh		0	
Harness		EAPR schweer			EAPR light			
Pilot's take off weigl	ht	85	kg		107	kg	V	

Classification



1. Inflation / take-off - 4.4.1 Rising behavior no pilot correction required No 2. Landing - 4.4.2 Special take off technique required No 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Yes Speed range using the controls larger than 10km/h Yes Minimum speed Less than 25 km/h 4. Control movement - 4.4.4 Max. weight in flight up to 80kg Max. weight in flight greater than 100kg Increasing >65 cm 5. Pitch stability exiting accelerated flight - 4.4.5 Dive forward angle on exit Dive forward less than 30°	A no pilo A No A No A Yes A Yes	h, easy and constant rising, it correction required	A A A A	
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5. Pitch stability exiting accelerated flight - 4.4.5	A Increa			
		sing >65 cm	А	
	A Dive fo	orward less than 30°	l 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	7		7.	
Oscillations Reducing	A Reduc	ing	l A	
8. Stability in gentle spirals - 4.4.8	A Heduc	arig	A	
	1 10			
Tendency to return to straight flight Spontaneous exit	A Sponta	aneous exit	A	
9. Behaviour exiting a fully developed spiral dive - 4.4.9			I A	
Initial response of glider (first 180°) Immediate reduction of rate in turn Tendency to return to straight flight Spontaneous exit		A Immediate reduction of rate in turn A Spontaneous exit		
Turn angle to recover normal flight Less than 720°, spontaneous recovery		Less than 720°, spontaneous recovery		
	A Less I	nan 720 , spontaneous recovery	A	
10. Symmetric front collapse - 4.4.10				
Folding lines used No Residue head less than 45%	No A Rockir	an hank lang than 450		
Entry Rocking back less than 45°		ng back less than 45°	A	
	A Sponta	aneous in less than 3 sec	Α	
Dive forward angle on exit	A 0° - 30)° Keeping course	А	
Cascade occurs No	A No		Α	
Entry Rocking back less than 45°	A Rockin	ng back less than 45°	Α	
Recovery Spontaneous in less than 3 sec	A Sponta	aneous in less than 3 sec	Α	
Bive forward arigle off exit	A 0° - 30)° Keeping course	Α	
Cascade occurs No	A No		Α	
Entry Rocking back less than 45°	A Rockin	ng back less than 45°	A	
Recovery Dive forward angle on exit Concords course	A Sponta	aneous in less than 3 sec	Α	
Dive forward angle on exit 0° - 30° Keeping course	A 0° - 30)° Keeping course	Α	
Cascade occurs "No	A No		A	
11. Exiting deep stall (parachutal stall) - 4.4.11				
Deep stall achieved Yes	Yes			
Recovery Spontaneous in less than 3 sec	A Sponta	Spontaneous in less than 3 sec		
Dive forward angle on exit 0° - 30°	A 0° - 30		Α	
Change of course Changing course less than 45° Cascade occurs No	A Chang	ing course less than 45°	A	

Flight Test Report -Musterprüfnummer: EAPR-GS-0773/18 Seite 1 von 2

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	T				T				
Dive forward angle on exit Collapse		0° - 30° No collapse			A	0° - 30° No collapse			A	
Cascade occurs (other than collapse)		No			Α	No			Α	
Rocking backward Line tension		Less than 45° Most lines tight			A	Less than 45° Most lines tight	+		A	
14. Asymmetric collapse (trim speed) - 4.4.14	ı	Wood whoo again				Moot into agri				
Folding lines used		No				No				
Change of course until re-inflation	trim speed, max 50% collapse	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α	
Re-inflation behavior		Canadanaana	- i-fl-ti		Α	Casadaasaasa			Α	
	spee	Spontaneous re-inflation				Spontaneous r				
Total change of course Collapse on the opposite side occurs	x 50°	Less than 360° No No		A	Less than 360°	A				
Twist occurs	ma			Α	A No A No			Α		
Cascade occurs		No						Α	Α	
Change of course until re-inflation	Se	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α	
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous r	e-inflation		Α	Spontaneous r	e-inflation		Α	
Total change of course	n spe 5% c	Less than 360°			Α	Less than 360	•		Α	
Collapse on the opposite side occurs	trir 1ax 7	No		A	No			A		
Twist occurs Cascade occurs	_ =	No No			A	No No			A	
			Div. C.	00 1=-			Div. "	1E0 1=-		
Change of course until re-inflation	esd	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α	
Re-inflation behavior	ated, colla	Spontaneous r	e-inflation		Α	Spontaneous r	e-inflation		Α	
Total change of course	celer 30% (Less than 360	0		Α	Less than 360	•		Α	
Collapse on the opposite side occurs	accelerated, max 50% collapse	No No			A	No No			A	
Twist occurs Cascade occurs		No No			A	No No			A	
Change of course until re-inflation	0	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	Α	
	accelerated, max 75% collapse									
Re-inflation behavior	accelerated, ix 75% collap	Spontaneous r			Α	Spontaneous r			Α	
Total change of course Collapse on the opposite side occurs	Iccel	Less than 360° No No			A	Less than 360	0		A	
Twist occurs	max a				A	No			A	
Cascade occurs		No			Α	No			Α	
15. Directional control with a maintained asyn	nmetric co					LVaa				
Able to keep course straight	Yes				A	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%	6 of the symmetric	control travel	Α	More than 50%	6 of the symmetric co	ontrol travel	Α	
16. Trim speed spin tendency - 4.4.16										
Spin occurs		No			Α	No			Α	
17. Low speed spin tendency - 4.4.17		LNa				I Na				
Spin occurs 18. Recovery from a developed spin - 4.4.18		No			Α	No			A	
			Chara priming in large than 000			01				
Spin rotation angle after release		Stops spinning in less than 90°			Α	Stops spinning	A			
Cascade occurs 19. B-line-stall - 4.4.19		No			Α	No	A			
Change of course before release		Changing course less than 45°			A	Changing cours	se less than 45°		А	
Behaviour before release		Remains stable with straight span			A		A			
					Remains stable with straight span					
Recovery		<u>'</u>	n less than 3 sec		Α	Spontaneous in	Α			
Dive forward angle on exit Cascade occurs		0° - 30° No			A	0° - 30°	A			
20. Big ears - 4.4.20		INO			Α	No			Α	
-		Consist devices	roquirod			Coopiel desire	roquirod			
Entry procedure		Special device required			A	Special device	required		A	
Behaviour during big ears		Stable flight			A	Stable flight	Α .			
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in	Α			
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		0° - 30°			Α	0° bis 30°			Α	
3 3		I				I				
Entry procedure		Special device required			Α	Special device		A		
Behaviour during big ears		Stable flight			Α	Stable flight	Stable flight			
Recovery		Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec				
Dive forward angle on exit		0° - 30°			Α	0° bis 30°				
Behaviour immediately after releasing the accelarator while maintaining big ears		Stable flight			Α	Stable flight				
23. Alternative means of directional control -	4.4.22	•								
		Yes			А	Yes			Α	
180° turn achievable in 20 sec				No			No			
					Α	1			А	
180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configu	ration des		er's manual - 4.4.	23						
Stall or spin occurs 23. Any other flight procedure and/or configue Procedure works as descibed	ration des		er's manual - 4.4.	23	NA				NA	
Stall or spin occurs 23. Any other flight procedure and/or configu Procedure works as descibed Procedure suitable for novice pilots	ration des		er's manual - 4.4.	23	NA				NA	
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