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

Manufacturer	AIRDESIGN	Type testing No. EAPR-GS-077			
	AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam		XA11-L-1PP1-74330		
Model	Eazy-2-L	Location	Bassano		
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	10.01.2018	Minimum take off weight 100 kg			Maximum take off weight 125 kg			
Testpilot		Pascal Purin			Anselm Rauh			
Harness		EAPR schwer			EAPR		No.	
Pilot's take off weigh	nt	100	kg		124	kg		

Classification



est-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluatio
1. Inflation / take-off - 4.4.1					
Rising behavior		no pilot correction required	А	no pilot correction required	А
Special take off technique required		No	Α	No	Α
2. Landing - 4.4.2					
Special landing technique required		I No	А	No	A
3. Speeds in straight flight - 4.4.3			, ,,		, ,
Trim speed more than 30km/h		Yes	А	Yes	l A
Speed range using the controls larger than 10k	m/h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	A	Less than 25 km/h	А
4. Control movement - 4.4.4		Edda Main Ed Minn	, ,	2000 Man 20 Minn	, , ,
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg					-
Max. weight in flight greater than 100kg		Increasing >65 cm	Α	Increasing >65 cm	А
5. Pitch stability exiting accelerated flight -	4.4.5	<u> </u>			
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during a	ccelerated	flight - 4.4.6			
Collapse occurs		No	А	No	A
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	А	Reducing	A
8. Stability in gentle spirals - 4.4.8					
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	l A
9. Behaviour exiting a fully developed spira	I divo - 4.4		, , ,	Ороналовае вис	, ,,
Initial response of glider (first 180°)	1 UIVC - 4.4	Immediate reduction of rate in turn	Α	Immediate reduction of rate in turn	A
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		I No		No	
Entry	.9	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery		Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	- Speed	0° - 30° Keeping course	Α	0° - 30° Keeping course	А
Cascade occurs	trim	No	Α	No	Α
Entry	> 20%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	g < peeds	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	8 14	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs		No.	A	No No	A
Entry	accelerated > 50%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	rated	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	x elec	0° - 30° Keeping course	Α	0° - 30° Keeping course	A
Cascade occurs	-	No	Α	No	A
	.11				
	eep stall achieved			Yes	
		Yes			
Deep stall achieved Recovery		Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
11. Exiting deep stall (parachutal stall) - 4.4 Deep stall achieved Recovery Dive forward angle on exit Change of course			A A		A A

Musterprüfnummer: Flight Test Report -EAPR-GS-0774/18 Seite 1 von 2

12. High angle of attack recovery - 4.4.12										
Recovery		Spontaneous in	neous in less than 3 sec A		Spontaneous in less than 3 sec			Α		
Cascade occurs		No			Α	No			Α	
13. Recovery from a developed full stall - 4.4.13	3	I a. a				I				
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										
Folding lines used		No				No	T			
Change of course until re-inflation	esc	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α	
Re-inflation behavior	ed, ollap	Spontaneous re-	-inflation		Α	Spontaneous re	e-inflation		Α	
Total change of course	trim speed, max 50% collapse	Less than 360° No			Α	Less than 360°	Α			
Collapse on the opposite side occurs Twist occurs	nax (A	No No			A	
Cascade occurs		No No			A	No			A	
Change of course until re-inflation	9	< 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 re-	-inflation		Α	Spontaneous re	e-inflation		Α	
Total change of course	trim speed x 75% colla	Less than 360°			A	Less than 360°		A		
Collapse on the opposite side occurs	ax 75	No No			Α	No			Α	
Twist occurs Cascade occurs	Ε	No No			A	No No		A		
		l	Div.	4F0 15-			Div. "	1E0 1=-		
Change of course until re-inflation	bse	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	А	
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	-inflation		Α	Spontaneous re	e-inflation		Α	
Total change of course	cele 50%	Less than 360°			Α	Less than 360°			Α	
Collapse on the opposite side occurs Twist occurs	тах	No No			A A	No No			A	
Cascade occurs		No			Ä	No			Ä	
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	accelerated, max 75% collapse	Spontaneous re-	-inflation		Α	Spontaneous re	e-inflation		Α	
Total change of course	accelerated ıx 75% colla _l	Less than 360°			А	Less than 360°			Α	
Collapse on the opposite side occurs	асс	No No			A	No		A		
Twist occurs Cascade occurs	_	No			A A	No No	A			
15. Directional control with a maintained asymm	netric col	lapse - 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 sp	pin	More than 50%	of the symmetric of	control travel	Α	More than 50%	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 Spin occurs		No			l A	No			A	
18. Recovery from a developed spin - 4.4.18		140				140				
Spin rotation angle after release		Stops spinning in less than 90°			Α	Stops spinning		Α		
Cascade occurs		Stops spinning in less than 90° No			A	No	A			
19. B-line-stall - 4.4.19					, ,,					
Change of course before release		Changing course less than 45°			Α	Changing cours	Α			
Behaviour before release		Remains stable with straight span			Α	Remains stable		Α		
Recovery		Spontaneous in	less than 3 sec		Α	Spontaneous in	Α			
Dive forward angle on exit		0° - 30°			Α	0° - 30°	Α			
Cascade occurs	No			Α	No			Α		
20. Big ears - 4.4.20						l				
Entry procedure		Special device required			A	Special device	A			
Behaviour during big ears		Stable flight			A	Stable flight	A			
Recovery		Spontaneous in less than 3 sec			A	Spontaneous in		A		
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21	0° - 30°			Α	0° bis 30°			Α		
Entry procedure	Special device	Special device required A Special device required					А			
Behaviour during big ears		Special device required Stable flight			A	Stable flight	A			
Recovery		Stable flight			A		less than 3 sec		A	
Dive forward angle on exit		Spontaneous in less than 3 sec 0° - 30°			A	0° bis 30°			A	
Behaviour immediately after releasing the accelarator while		Stable flight			A	Stable flight			A	
maintaining big ears	4.22					1				
1 23 Alternative means of directional control - 4		Van				Voc			А	
23. Alternative means of directional control - 4.					Α	Yes				
180° turn achievable in 20 sec		Yes			Α	No				
180° turn achievable in 20 sec Stall or spin occurs	tion desc	No	's manual - 4.4.2	23	А	No			Α	
180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configurat Procedure works as descibed	tion desc	No	's manual - 4.4.2	23	NA	No			NA	
180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configurat Procedure works as descibed Procedure suitable for novice pilots	tion desc	No	's manual - 4.4.2	23	NA NA	No			NA NA	
180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configurat Procedure works as descibed	tion desc	No	's manual - 4.4.2	23	NA	No			NA	