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

Manufacturer	AIRDESIGN	Type testing No.	EAPR-GS-0643/17
	AIRDESIGN GmbH Rhombergstraße 9 A-6967 Absam	serial number	XD24M2PP171406
Model	Hero M	Leastion	Schruns
Comment		Location	Rofan, Achensee



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

Date of testing	13.05.2017	Minimum take off weight 90 kg			Maximum take off weight 105 kg			
Testpilot		Hannes Tschofen			Anselm Rauh			
Harness		EAPR-Equipment			EAPR light			
Pilot's take off weigl	nt	90	kg		106	kg		





1. Inflation / take-off - 4.4.1 Rising behavior Special take off technique required 2. Landing - 4.4.2 Special landing technique required 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Speed range using the controls larger than 10km/l Minimum speed 4. Control movement - 4.4.4	h	Easy rising, some pilot correction is required No No Yes	B A	Easy rising, some pilot correction is required No	B A	
Special take off technique required 2. Landing - 4.4.2 Special landing technique required 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Speed range using the controls larger than 10km/l Minimum speed 4. Control movement - 4.4.4	h	some pilot correction is required No No Yes	А	some pilot correction is required No		
2. Landing - 4.4.2 Special landing technique required 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Speed range using the controls larger than 10km/l Minimum speed 4. Control movement - 4.4.4	h	No Yes			А	
Special landing technique required 3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Speed range using the controls larger than 10km/l Minimum speed 4. Control movement - 4.4.4	h	Yes	A	Na		
3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Speed range using the controls larger than 10km/l Minimum speed 4. Control movement - 4.4.4	h	Yes	А	I No		
3. Speeds in straight flight - 4.4.3 Trim speed more than 30km/h Speed range using the controls larger than 10km/l Minimum speed 4. Control movement - 4.4.4	h	Yes		No	А	
Trim speed more than 30km/h Speed range using the controls larger than 10km/l Minimum speed 4. Control movement - 4.4.4	h					
Speed range using the controls larger than 10km/l Minimum speed 4. Control movement - 4.4.4	h		Α	Yes	l A	
4. Control movement - 4.4.4		res	A	Yes	A	
4. Control movement - 4.4.4	Minimum speed		В	25 km/h to 30 km/h	В	
Max weight in flight up to 80kg		25 km/h to 30 km/h				
Max. weight in flight up to 80kg					-	
Max. weight in flight 80 to 100kg			-		-	
Max. weight in flight greater than 100kg		Increasing 35cm - 50cm	D	Increasing 50cm - 65cm	С	
5. Pitch stability exiting accelerated flight - 4.4	4.5					
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	A	
Collapse occurs		No	A	No	A	
6. Pitch stability operating controls during acc	elerated t	flight - 4.4.6	•			
Collapse occurs		No	А	No	A	
7. Roll stability and damping - 4.4.7						
Oscillations		Reducing	Α	Reducing	А	
8. Stability in gentle spirals - 4.4.8		· · · · · · · · · · · · · · · · · · ·				
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	l A	
Behaviour exiting a fully developed spiral di	ive - 4.4.			Sportalieous exit	Α	
Initial response of glider (first 180°)		No immediate reaction	В	No immediate reaction	В	
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	A	
Turn angle to recover normal flight		720° to 1080°, spontaneous recovery	В	1080° to 1440°, spontaneous recovery	C	
10. Symmetric front collapse - 4.4.10						
Folding lines used		Yes	D	D Yes		
Entry	*	Rocking back less than 45°	Α	Rocking back less than 45°	А	
Recovery	%0c ~ paads	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	А	
Dive forward angle on exit	ii.	0° - 30° Entering a turn of less than 90°	Α	0° - 30° Keeping course	Α	
Cascade occurs	£	No	A	No	A	
Entry	> 20%	Rocking back less than 45°	A	Rocking back less than 45°	Α	
Recovery	/< peeds	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	- St	30° - 60° Keeping course	В	30° - 60° Keeping course	В	
Cascade occurs		No .	A	No	A	
Entry	%09	Rocking back less than 45°	А	Rocking back less than 45°	A	
Recovery	erated > {	Recovery through pilot action in less than a further 3 sec	U	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	ocelei	30° - 60° Keeping course	В	30° - 60° Keeping course	В	
Cascade occurs	***	No	А	No	Α	
11. Exiting deep stall (parachutal stall) - 4.4.1	1	T.,.	_			
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 Cascade occurs		Changing course less than 45° No	A	Changing course less than 45° No	A	

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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			А
Cascade occurs		No			A	No			A
13. Recovery from a developed full stall - 4.4.13		THO .				1.0			
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse			A
Rocking backward		Less than 45°			A	No Less than 45°			A A
Line tension		Most lines tight			Α	Most lines tight		Α	
14. Asymmetric collapse (trim speed) - 4.4.14									
Folding lines used		Yes		I	D	Yes	ı	1	D
Change of course until re-inflation	Se	< 90°	Dive or roll angle	0° - 15°	Α	< 90°	Dive or roll angle	15° - 45°	Α
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation Less than 360° No No No			Α	Spontaneous re	А		
Total change of course	trim speed, x 50% colla				Α	Less than 360°	A		
Collapse on the opposite side occurs	trim x 50				A	No No No			A
Twist occurs	Ĕ				A				A
Cascade occurs					A		1		A
Change of course until re-inflation	9Se	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-in	nflation		Α	Spontaneous re	-inflation		Α
Total change of course	trim speed x 75% colls	Less than 360°			A	Less than 360° No			Α
Collapse on the opposite side occurs	trin ax 73	No		Α	Α				
Twist occurs	Ë	No No		A	No No			A	
Cascade occurs		INU			Α	No			А
Change of course until re-inflation	φ	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	45° - 60°	С
Polinflation behavior	accelerated, max 50% collapse	Spontaneous se	oflation	I .	Α	Spontaneous	-inflation	1	А
Re-inflation behavior	accelerated, x 50% collap	Spontaneous re-ii	mduUf1			Spontaneous re	-ii ii iauON		
Total change of course Collapse on the opposite side occurs	900°	Less than 360° No			A	Less than 360°			A A
Twist occurs	mâ î	No			A	No			A
Cascade occurs		No			Α	No			Α
Change of course until re-inflation	φ	90° - 180°	Dive or roll angle	45° - 60°	С	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-in	oflation	I	Α	Coontonoous ro	inflation	1	А
	accelerated x 75% collap		nilation			Spontaneous re-inflation			
Total change of course Collapse on the opposite side occurs	iccel	Less than 360°	Less than 360°		A	Less than 360° No			A
Twist occurs	ma s	No			A	No			A
Cascade occurs		No			Α	No			Α
15. Directional control with a maintained asym	metric co								
Able to keep course straight		Yes			Α	Yes			Α
180° turn away from the collapsed side possible in	n 10 sec	Yes			Α	Yes			Α
Amount of control range between turn and stall or	snin	More than 50% of	f the symmetric of	control travel	Α	More than 50%	Α		
<u>-</u>	ории	11.010 11.011 0070 0	t the cynnicale t	5011110111101		More than 60%	or are cyrraneare	control travel	,,,
16. Trim speed spin tendency - 4.4.16		I Na				I Na			
Spin occurs 17. Low speed spin tendency - 4.4.17		No			Α	No			А
Spin occurs		No			Α	No			А
18. Recovery from a developed spin - 4.4.18		110			, , ,	110			
		Quant and a decision of a constant of a cons			С	Stops spinning i	С		
Spin rotation angle after release		Stops spinning in 90° to 180°					_		
Cascade occurs		No			Α	No	А		
19. B-line-stall - 4.4.19 Change of course before release		Changing course	lose than 45°		Α	Changing course	a loss than 45°		А
						Changing course less than 45°			
Behaviour before release		Remains stable w	ıırı straight span		Α	remains stable	without straight sp	pan	С
Recovery		Spontaneous in le	ess than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Dive forward angle on exit		0° - 30°			Α	0° - 30°	А		
Cascade occurs		No			Α	No			А
20. Big ears - 4.4.20						1			
Entry procedure		Special device required				Special device required			Α
Entry procedure		Unstable flight			Α	opoolal dovice i			С
Entry procedure Behaviour during big ears		Unstable flight			C	Unstable flight			
Behaviour during big ears		Recovery through	pilot action in le	ess than a further		Unstable flight	less than 3 sec		A
Behaviour during big ears Recovery		Recovery through 3 sec	pilot action in le	ess than a further	СВ	Unstable flight Spontaneous in	less than 3 sec		А
Behaviour during big ears		Recovery through	pilot action in le	ess than a further	С	Unstable flight	less than 3 sec		
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		Recovery through 3 sec 0° - 30°		ess than a further	C B A	Unstable flight Spontaneous in 0° bis 30°			A A
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure		Recovery through 3 sec 0° - 30° Special device re		ess than a further	C B A	Unstable flight Spontaneous in 0° bis 30° Special device r			A A
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears		Recovery through 3 sec 0° - 30° Special device re Unstable flight	quired		C B A	Unstable flight Spontaneous in 0° bis 30° Special device i Unstable flight	required		A A C
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure		Recovery through 3 sec 0° - 30° Special device re	quired		C B A	Unstable flight Spontaneous in 0° bis 30° Special device r	required		A A
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Recovery through 3 sec 0° - 30° Special device re Unstable flight Recovery through	quired		C B A	Unstable flight Spontaneous in 0° bis 30° Special device i Unstable flight	required		A A C
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar	rator while	Recovery through 3 sec 0° - 30° Special device re Unstable flight Recovery through 3 sec	quired		C B A	Unstable flight Spontaneous in 0° bis 30° Special device r Unstable flight Spontaneous in	required		A A C A
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears		Recovery through 3 sec 0° - 30° Special device re Unstable flight Recovery through 3 sec 0° - 30°	quired		C B A C B A	Unstable flight Spontaneous in 0° bis 30° Special device r Unstable flight Spontaneous in 0° bis 30°	required		A A C A A
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelar maintaining big ears 23. Alternative means of directional control -		Recovery through 3 sec 0° - 30° Special device re Unstable flight Recovery through 3 sec 0° - 30° Unstable flight	quired		C B A C C	Unstable flight Spontaneous in 0° bis 30° Special device t Unstable flight Spontaneous in 0° bis 30° Unstable flight	required		A A C A A C
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears 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		Recovery through 3 sec 0° - 30° Special device re Unstable flight Recovery through 3 sec 0° - 30° Unstable flight	quired		C B A C B A C A C A A C A C A	Unstable flight Spontaneous in 0° bis 30° Special device t Unstable flight Spontaneous in 0° bis 30° Unstable flight Yes	required		A A C A A A C
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears 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	Recovery through 3 sec 0° - 30° Special device re Unstable flight Recovery through 3 sec 0° - 30° Unstable flight	quired	ess than a further	C B A C C	Unstable flight Spontaneous in 0° bis 30° Special device t Unstable flight Spontaneous in 0° bis 30° Unstable flight	required		A A C A A C
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears 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	4.4.22	Recovery through 3 sec 0° - 30° Special device re Unstable flight Recovery through 3 sec 0° - 30° Unstable flight	quired	ess than a further	C B A C C A A	Unstable flight Spontaneous in 0° bis 30° Special device t Unstable flight Spontaneous in 0° bis 30° Unstable flight Yes	required		A A C C A A A A A
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears 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	Recovery through 3 sec 0° - 30° Special device re Unstable flight Recovery through 3 sec 0° - 30° Unstable flight	quired	ess than a further	C B A C C A A NA	Unstable flight Spontaneous in 0° bis 30° Special device t Unstable flight Spontaneous in 0° bis 30° Unstable flight Yes	required		A A C A A A A NA
Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears 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	4.4.22	Recovery through 3 sec 0° - 30° Special device re Unstable flight Recovery through 3 sec 0° - 30° Unstable flight	quired	ess than a further	C B A C C A A	Unstable flight Spontaneous in 0° bis 30° Special device t Unstable flight Spontaneous in 0° bis 30° Unstable flight Yes	required		A A C C A A A A A

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