



Gleitschirm / Paraglider

EAZY und/and

EAZY
Superlight

EN/LTF-A
DGAC - Paramotor

Betriebshandbuch und Serviceheft Manual and Service Book

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WELCOME TO AIRDESIGN

CONGRATULATIONS ON THE PURCHASE OF YOUR NEW PARAGLIDER.
WE WISH YOU MANY ENJOYABLE HOURS OF FLYING.

We would like to be able to inform you of the latest news and developments at AIRDESIGN as well as offer relevant advice and special promotions. Please register your new paraglider by completing the registration form (in the annex) and return it to us.
You may also register online on our web-site at www.ad-gliders.com. Please check the website for more details.

If you wish, you can register for the AIRDESIGN newsletter.
Simply provide us with your e-mail address and you will always be up to date with the very latest news from the AIRDESIGN world.

Up to the minute news and information is available on our Facebook page under "AIRDESIGN gliders". Become a fan and you are online with us whenever you login to Facebook.

More information about the EAZY can be found on our website: www.ad-gliders.com.

For any further questions, please contact your nearest AIRDESIGN dealer or contact us directly at AIRDESIGN.

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1. Disclaimer and important advice for your own safety

Please read carefully and follow this important advice:

- This Paraglider is an air-sport-vehicle with the obligation of type testing and with a glider weight of less than 120kg. It is not usable as skydiving-glider or for openings in free-fall.
- This paraglider complies, at the time of delivery, with the certification requirements of the German LTF (Lufttüchtigkeitsforderung) and with the European Norm EN - LTF 91/09 & EN 926-1:2006, 926-2:2005
- Paragliders must not be flown by persons without a valid qualification unless under the instruction of a suitably experienced and qualified, registered paragliding school. Flying a paraglider without the proper knowledge, skills and qualification is dangerous.
- The national regulations for flying paragliders must be obeyed in all circumstances.
- The pilot must respect and comply with the rules of law.
- This paraglider must only be used within the certified weight limits.
- This paraglider is used exclusively at your own risk.
The manufacturer or distributor cannot be held responsible for any damages arising to persons, property or other materials which occur as a result of the use of this paraglider.
- All liability arising from the use of this paraglider is exclusively that of the pilot in charge. The manufacturer or distributor is excluded from any liability resulting for the use, misuse or otherwise, of this paraglider.
- It is the owner's and/or pilot's obligation to monitor and to maintain the airworthiness of this paraglider. To make sure the paraglider always flies with optimum characteristics, take care of the paraglider and make regular checks.
- Any change made to the structure of the paraglider renders it uncertified (non-conformity of type-testing) and invalidates any warranty. Structural repairs to paragliders must only be made by an appropriately experienced and recognised service centre. All changes and/or repairs must be recorded in the service history record in this manual.
- It is an implied requirement that the pilot flies a paraglider that matches his skill level. A pilot should not fly a paraglider outwith his ability to meet the demands of the paraglider in all states and conditions of flight.
- The glider must be 'test' flown by an expert before the first use. The 'conformity checked by' box on the certification sticker affixed to the wing must be countersigned with the signature of the testing pilot and date of the test flight.
- Appropriate towing equipment must be used. Never tow or winch the paraglider with a car, motorboat, or mechanical or other means without appropriate towing gear and /or appropriately qualified operators.
- Ensure before towing or winching that the operator has the proper experience and qualifications relevant to the type of tow/winch operation.
- Acrobatics are not allowed.
- Flying in rain or with a wet paraglider is not allowed. Pilots should always land well before any risk of contact with rain. Flying a wet paraglider can, in certain circumstances, lead to a deep-stall state.
- Before flying a new paraglider practice launch and control techniques on a flat field or training slope.

- Make the first flights with a new paraglider at a site that you use regularly and when meteorological conditions are favourable. Be aware that your new paraglider may have different characteristics from anything you have flown or trained with. Ensure that you allow adequate space for the landing approach.
- When flying always wear helmet and gloves, as well as suitable shoes and clothing.
- Always make sure that the wind direction and speed as well the general meteorological situations are within the pilot's capabilities and favour safe flight.

Please read this manual carefully and thoroughly.

IMPORTANT SAFETY NOTICE

By the purchase of this equipment, you are responsible for being a certified paraglider pilot and you accept all risks inherent with paragliding activities including injury and death. Improper use or misuse of paragliding equipment greatly increases these risks.

Neither Airdesign nor the seller of Airdesign equipment shall be held liable for personal or third party injuries or damages under any circumstances.

If any aspect of the use of our equipment remains unclear, please contact your local paragliding instructor, Airdesign dealer or the Airdesign importer in your country.

2. Construction



The EAZY way of flying...

All of us at AirDesign love flying and we hope that by providing appropriate equipment we can help beginner pilots share our passion. This is why we have developed the EAZY, a glider specifically designed for newcomers to paragliding. Thanks to its maximum security and impressive performance for an EN A class glider, the EAZY will guarantee long-term fun, not only while you learn the basics but also afterwards as you start to extend your boundaries. During development we focussed our attention on the requirements of student pilots. We worked closely with a number of flying schools and this allowed us understand and analyse their specific needs and the needs of their students. The result is that we designed the EAZY to be as easy and fun as possible!



PILOT PROFILE

As your first glider, the EAZY doesn't just get you through initial training easily, but also helps you develop your flying skills once you leave the school. Thanks to its performance and agile handling, it is the perfect choice for your first solo flights after school and for those pilots who seek the maximum safety that the EN A class offers.

EAZY is a confidence inspiring wing that will help you enjoy all aspects of flying with maximum ease and fun. Flying with full confidence in your wing will help you to quickly and safely reach your goals.

GLIDER INFO

As the name EAZY suggests, take-off is easy! For simplicity, the 'EAZY-Launch' technique will help you learn to feel and understand your glider during the first stage of learning and ensure flawless launch technique as you progress.

'AirDesign Comfort in Flight' is becoming renowned throughout all the gliders in our range. The pilot who is in control feels relaxed and confident. The outstanding stability of the EAZY and the ease with which any turbulence is absorbed will help you enjoy stress free flying. The long brake travel is very forgiving and pressure progressive. For landing just a strong flare is needed to land accurately every time.

Pitch and roll stability is not coincidental since EAZY was developed based on the profiles of the successful PURE and VOLT.

The combination of stability, trim speed and outstanding performance, make it easy to fly the EAZY with full control and maximise your flight time in all conditions.

EAZY *Superlight*

EAZY Superlight - Maximum safety combined with an extremely easy take-off behaviour. Your loyal companion for adventures in the mountains.

Hike & fly started with the beginning of our sport when paragliders were used as a way of descending after climbing a mountain. Recent glider developments and new light materials have revived this trend.

All kinds of motives have led to a vast range of gliders suitable for various activities and pilots: The extreme athlete who wants to hike up a mountain quickly but doesn't want to walk back down again; the hobby pilot who wants to keep fit; the 'soul-flyer' who prefers to enjoy nature alone; or the XC pilot who plans bivouac trips covering long distances.

With AirDesign Superlight gliders, the same flying behaviour as our standard wings, along with a reduction in weight and small packing volume are matters of the utmost importance.

If you want to go on long trekking tours, you need additional space for equipment.

When travelling, for example by train or plane, low weight and small packing volume are a great advantage.

If a pilot doesn't want to carry much weight in general, Superlight equipment is also the right choice.

- All Superlight gliders are delivered with the AirPack Light, so the wing can be packed as small as possible. The packing volume of a Superlight glider is at least 30% smaller than of a standard glider.
- AirDesign Superlight wings come with unsheathed lines as standard. As an option, they can be ordered with sheathed lines.
- The reduction in glider weight is about 20-30% (depending on glider type). If you also use a light-weight backpack, harness, and rescue system, your total equipment has half the weight of standard equipment!

DESIGN DETAILS

RISERS:

EAZY Launch Technique with the A-Riser

To take-off grab the A-risers between the 'EAZY LAUNCH' marks, this is a little but lower than may be considered 'normal' to some pilots. This position prevents the canopy from collapsing if you pull too hard on the A-risers and makes take-off simple every time, especially for students or beginners.



Comparison: „EAZY Launch“ technique ...

and Standard

Big Ears

The A-lines for big ears are attached to separate risers. The marking 'EAR' make them easy to find.

B-Stall

The B-risers are marked with a bold 'B', to make sure the right ones are used.

Riser- Antitwist-Connection

This is a webbing link which connects the B and C risers. This webbing prevents the risers from twisting and simplifies sorting out the risers and lines.

3-Hangpoint Risers

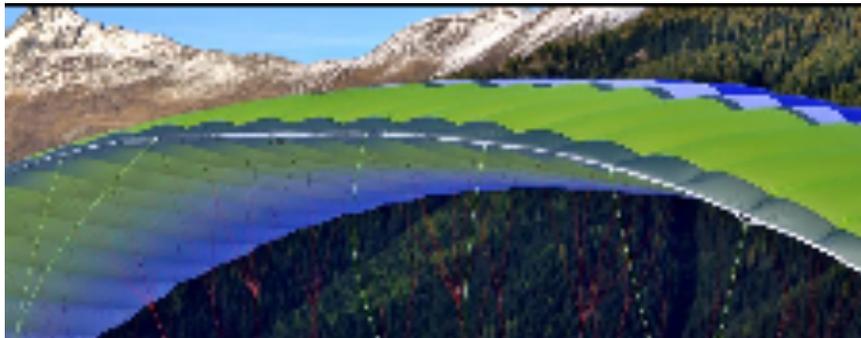
The risers of the EAZY have three main riser connection, A, B, and C. Only the outer A-line is attached separately for big ears.

The risers are designed with many of the features developed for our performance gliders but retain a simplicity that helps you during the first steps into our sport.



RazorEdge

- The precise trailing edge sail cutting results in a very clean surface which improves the glide substantially.



3D-Cut und Nose-Wire

- A **3D-sailcut** incorporated in the important 'nose' area of the glider profile and nylon-rods instead of mylar combine to provide an extremely clean leading edge and improve the flight behaviour and performance.
- The advantage of the **nylon-rods** as opposed to mylar is a cleaner profile. The flexible rods absorb much of the punishment suffered by the leading edge during the early stages of learning and can be replaced if needs be. This ensures that the flight and takeoff behaviour stay the same over a long period of time.

Brake Gathering & Brake Shifting

To improve braking efficiency we have incorporated a brake-gathering system in the outer brakes. This makes the glider more agile whilst at the same time keeping the travel long and forgiving.

The long brake pulley webbing makes it easy to influence the turn behaviour. If you slide your inside hand towards yourself, the EAZY turns tighter and with more bank. If you push the brake away from you, the glider turns flatter and you have a better climb. We call this brake-shifting. Watch our video for more info here.



3. EAZY PPG – Paramotoring

EAZY PPG

The EAZY is a very successful beginner glider and is very popular among schools and students. So it is a logical step for us to transfer this wing into the paramotor world by certifying it DGAC.

Now the EAZY PPG is the perfect wing for pilots who want to do a combined certification (paramotor and free flight) In paramotor, the demands for a forgiving, easy inflating, stable wing are even greater than in paragliding. This is true especially at the student level.

With closed trims the EAZY PPG flies like a regular glider without motor. You hook in the leash of the trims into the carabineers to avoid unintentional opening.

The trims of the PPG riser widen the usability of the EAZY. With closed or open trims the EAZY shows perfect starting- and handling characteristics. Depending on the conditions or the pilot's abilities the speed can be adjusted via trims.

Please find the special PPG riser at ANNEX point A.d.

4. Technical Data

					
SIZE	XXS	XS	S	M	L
AREA FLAT (m²)	19.85	21.92	24.70	27.17	29.37
AREA PROJECTED (m²)	16.90	18.66	21.03	23.13	25.00
SPAN FLAT (m)	10.03	10.54	11.18	11.73	12.20
SPAN PROJECTED (m)	8.02	8.43	8.95	9.38	9.76
ASPECT RATIO FLAT	5.1	5.1	5.1	5.1	5.1
ASPECT RATIO PROJ.	3.8	3.8	3.8	3.8	3.8
CELLS	38	38	38	38	38
TOTAL LINE LENGTH	251	264	280	294	306
TOTAL LINES	214	214	214	214	214
LINE DIAMETERS	1/1.2/1.8				
WEIGHT (kg)	4.5	4.8	5.3	5.7	6
V-TRIM/V-MAX (km/h) EN - DGAC ****	37/48** - 38/42*	37/48** - 38/42*	37/48** - 38/42*	37/48** - 38/42*	37/48** - 38/42*
DGAC TAKE-OFF WEIGHT	50-80	55-90	70-105	80-120	100-140
LTF/EN CATEGORY TAKE-OFF WEIGHT (kg)	A / 50-65-80***	A / 55-75	A / 70-90	A / 80-105	A / 100-125

* on top end of take-off weight; trims closed/open

** speed at EN range; trim minimum/accelerator

*** EN/LTF up to 80kg

**** speed when gliding without thrust

5. Pilot target group

The AIRDESIGN EAZY is an easy-going EN/LTF A glider which is suitable for training.

The main focus during design was on safety and maximum forgiveness in handling, but with an eye to handling and performance.

The EAZY is perfectly suited for beginner pilots looking for a glider with maximum safety. Long

brake travel and excellent passive safety, as well as the good stability make the EAZY ideal for progression.

The EAZY sits well within the limits of the LTF/EN-A class as proven by the certification test results in all manoeuvres.

LTF and EN certification

The AIRDESIGN EAZY is certified during official testing as LTF and EN 'A'.

The glider has been type-tested for “**one-seated**” use only.

DGAC

Once the EAZY is mounted with paramotor risers, the glider fulfils the requirements of DGAC for use with paramotors.

Suitability for training

The AirDesign EAZY is suitable for the use in the school environment as stated by the manufacturer.

Maximum symmetrical brake-travel at maximum total-load > 65cm.

Pilots' aptitude

The EAZY is a beginner glider that requires no additional ability over and above that which is common to every paraglider pilot.

- Each pilot should be able to act on his own responsibility.
- Each pilot flying under their own responsibility, must be able to judge if they are able to cope successfully with the particular flying conditions during a flight.
- Even with the best and safest equipment, a wrong decision can lead to serious injury. It is the pilot's obligation to avoid such misjudgements by progressing through structured theoretical and practical training.
- It is the pilots' obligation to use suitable protective gear and to maintain the airworthiness of their equipment.

By following these basic principles we wish all pilots a successful, safe and enjoyable flying career.

Recommended weight range

The EAZY must only be flown within the certified weight range as stated in the technical data under section 3. The take-off weight includes pilot plus clothing, glider, harness, equipment etc.

The EAZY reacts to a variation in loading with a slight reduction or increase of trim-speed. The performance remains more or less the same.

6. Harness

The EAZY is type-tested for use with all modern harnesses – rated as GH.

7. Towing / winching

The EAZY is suitable for towing/winching. The use of a suitable tow-adaptor is not obligatory but is helpful and gives more confidence during towing.

Hint!

Towing is only recommended if:

- The pilot has received towing instruction
- The winch and release-links are suitable for towing paragliders
- The winch operator is experienced and qualified for towing paragliders

Attention: Danger of accident!

The most common reason for accidents during towing is when the pilot releases the A-riser too early during take-off. The pilot should make sure that the glider is completely overhead when giving the command for start.

8. Practical Flying

This manual is not an instruction manual for learning how to fly. Following points are just additional informations.

a. Pre-flight check

A careful pre-flight check is recommended before every flight.

The lines, risers, maillons and canopy should be checked for damage. Do not take off if there is the smallest amount of visible damage.

Ensure that the main Karabiners between harness and risers are undamaged and are closed.

The harness must be put on with greatest care and all straps secured correctly.

Check the correct position of the reserve (rescue) handle and make sure the pins of the reserve (rescue) are in place.

The lines and risers should be sorted carefully. Check that the risers are not twisted and that the brake lines are running free. All lines must run from riser to canopy free from tangles or knots – during flight it is often not possible to release knots in lines.

Lines lay directly in contact with the ground. Therefore, take care that they don't get caught or snagged during take-off.

No lines should be underneath the canopy, line-overs can cause accidents.

The canopy should be laid out in a circular shape facing the wind so that all lines become tensioned evenly when inflating.

ATTENTION: NEVER TAKE OFF (START) WITH OPEN KARABINAS!

b. Check-list – pre-flight-check

Lay the glider out into a slight arc and check that:

- Canopy is dry and undamaged
- Cell openings are free of obstructions
- Risers are without damage and all stitching is intact
- Maillons on lines are closed correctly
- All lines are free from tangles or knots
- Brakes lines run freely through the pulleys
- Knots on brake lines are secure

After putting on harness check the:

- Position of reserve (rescue) handle and pins

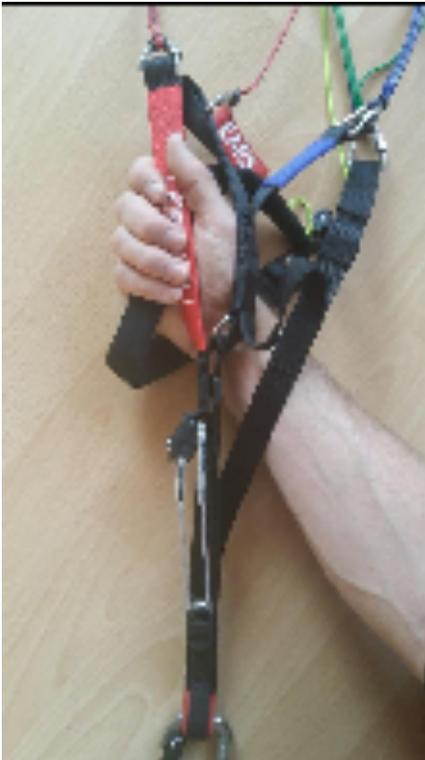
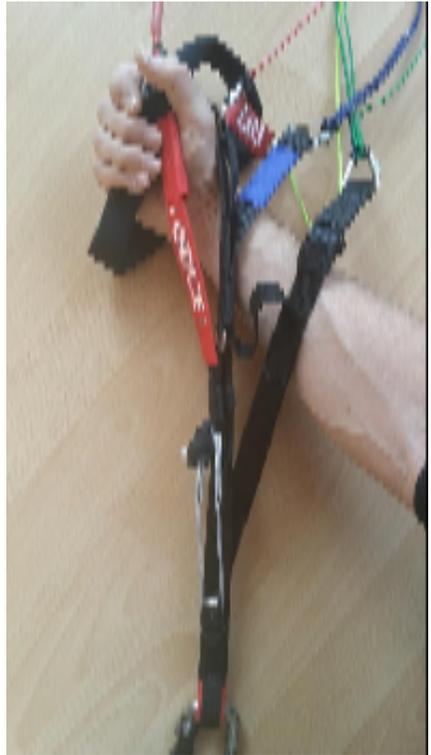
- Leg loops and strap are fastened correctly
- Main Karabiners are closed

Before launch check that:

- Speed-system is connected correctly and runs smoothly through the pulleys
- Risers are not twisted
- Place brake handles in the hands and check brake lines are free
- Position pilot in centre of wing
- Check wind direction
- Check take off area is clear
- Check airspace is free from congestion

c. Take-off

The key to successful launching is to practice ground-handling on flat ground as often as possible. The EAZY inflates easily and steadily using forward or reverse launch techniques. There is no tendency for the canopy to hang back during inflation. To forward (alpine) launch in light or nil wind there is no need to pull the risers hard. Allow the glider to stabilise overhead and run positively forward checking the canopy is fully inflated and clear of any knots or tangles. Reverse launching is recommended in stronger winds. The glider has split A-risers. For launching you can take just the inner A-line riser – this avoids that the ears are folding in during launching.



EAZY Launch Technique

When using this technique grab the riser lower (within the marks). This avoids the closing of the inlets during launch if pulling too hard on the A-risers. It makes starting much easier when the last touch of feeling for the wing is still missing. Of course the wing can be launched like usual as well.

d. Turning flight

Even for a glider of this class you will notice the agile handling from the first flight. The EAZY is easy to turn at any bank angle, from flat through to steeply banked turns.

Brake pressure is progressive which enables the pilot to feel the wing and helps prevent unintentional stalling.

In turbulent air the EAZY absorbs turbulence very effectively which improves pilot comfort in flight.

brake-shifting

The webbing attachment for the brake-line pulley is intentionally long making it possible to move the brake handle either to the inside or outside of the riser.

For example: if the glider turns flat: make a steeper or faster turn by moving the inside hand towards the centre of wing. The glider then speeds up in the turn and the angle of bank becomes steeper. When doing the opposite – moving the arms away from the body - the glider turns flatter and the climb becomes more efficient. We call it “brake-shifting”. Please find more information at our website or facebook (www.ad-gliders.com, www.facebook.com/AirDesignGliders).

ATTENTION: PULLING THE BRAKES TOO FAST AND
DEEP INCREASES THE RISK OF STALLING THE WING!

When entering an asymmetric stall (negative): the glider starts to slide into the turn.

The inner wing stops flying, loses pressure and becomes soft. At this point the brakes have to be released immediately.

In the unlikely event that a brake line releases from the brake handle or breaks, the glider is manoeuvrable using the C-risers. By pulling gently on the C-risers it is possible to steer the glider and land safely.

e. Brake line length

The brake-line length of your new EAZY has been finely tuned by AIRDESIGN test pilots and it should not be necessary to adjust it.

If you feel it is necessary to adjust the brake-line length to suit physical build, height of harness hang points, or style of flying we recommend you ground handle the glider before you test-fly it and carry out this process after every 20mm of adjustment.

Brake lines that are too short:

- May lead to fatigue from flying with your hands in an unnatural position
- May impede recovery from certain manoeuvres
- Will certainly reduce your glider's speed range.

Brake lines that are too long will:

- Reduce pilot control during launch
- Reduce control in extreme flying situations
- Make it difficult to execute a good flare when landing.

Each brake line should be tied securely to its control handle with a suitable knot.

Other adjustments or changes to your EAZY lead to a loss of warranty, airworthiness and validity of certification and may endanger both yourself and others.

If you have any suggestions for improvements let us know and our test pilots will try out your ideas in a controlled situation.

f. Active flying

Flying actively improves the safety. Flying with a little brake applied equally will slightly increase the angle of attack and help to prevent deflations and allow the pilot to experience more direct feedback. This allows the pilot to feel the air and the glider which can help prevent collapses.

The aim of active flying is to keep the glider above the pilot's head in all situations by responding correctly to the glider's movements using the brakes and weight shift.

When entering a strong or rough thermal it is important that the glider is not too far back or able to enter a dynamic stall. To avoid this, it is often helpful to release the brakes slightly when entering, which gives the glider a little more speed. Equally, when exiting a strong climb it may be necessary to brake more to prevent the glider from diving forward.

g. Accelerating

The speed system on the EAZY comes supplied with 'quick hooks' ready to attach to a speed bar of choice. The complete speed system should be checked to ensure it runs smoothly by hanging in the harness before flying.

In particular, check that the speed system won't be engaged when in normal flight. Unnecessary knots and loops in a speed system are not recommended.

When pushing the speed bar the angle of attack of the glider is reduced. The glider speeds up but at the same time is more sensitive to deformation.

In spite of the exceptional stability of the EAZY, any accelerated collapse will be more dynamic than the same event experienced at trim speed and will require quicker reactions to maintain normal flight.

Always keep both hands on the controls when flying fast or in turbulence and be ready to release the speed system immediately at the first sign of a collapse.

When flying through strong sink or into a headwind it is useful to fly faster using the speedbar. Use the speed system carefully when flying close to the terrain and maintain enough height from the ground or other obstacles to recover in the event of a collapse.

EAZY PPG – Paramotor

If the EAZY is mounted with paramotor risers then the speed can be adjusted by opening or closing the trims. For more information see at ANNEX point A.d.

DO NOT BRAKE WHILE FLYING FULLY ACCELERATED – THIS MAY RESULT IN A COLLAPSE OF THE WING.

h. Landing

The EAZY is easy to land, however, on your first flights you may be surprised at how well it glides. Take account of this when making your landing approach and give yourself the opportunity for S-turns or a longer approach than you might be used to.

For a normal, into-wind landing evenly pull the brakes all the way down when you are close to the ground and straighten up to land on your feet. The glider will stop almost completely as the brakes are fully applied. Avoid landing directly out of a turn or wing-over since the momentum of the pilot will be much greater due to the pendulum effect.

Attention:

After touching down do not allow the glider to dive overhead and fall in front of you. If the leading edge hits the ground hard the structure of the cell walls may become damaged.

i. Towing and winching

When towing or winching, the glider must be above the pilots head before starting.

In the initial phase the tension should not be too high – a pilot climbing at a flatter angle has more control.

Tension of more than 90kp is not allowed. In any situation, the maximum permitted tension on the line must not exceed the pilot’s weight.

The pilot must be informed and aware of the national requirements for towing. This includes matter such as; tow/winch licence requirements, qualified tow operators, suitability of glider for towing, if winch and towing-links are certified etc.

In general, the regulated and enforced regulations must to be followed.

j. Asymmetric and frontal collapses

As with any paraglider collapses can occur. “Active flying” as described in point “f” can help avoid deformations.

You should always maintain course and direction by weight-shifting away from the collapsed side. This can be reinforced by applying a small amount of brake on the opposite side to the deflation. If the collapse stays in, the glider can be re-inflated by pumping the brake on the collapsed side in a firm and smooth manner. Be aware that the brake travel is shorter when the glider is collapsed and the glider can stall with less brake input.

If you experience a big collapse while accelerated release the speed-bar immediately.

To assist in the reopening of a frontal collapse the pilot should pull both brakes equally at the same time. This also reduces the dive after the glider reopens.

NOTE: Pulling too much brake during a frontal collapse recovery can stall the glider or cause the glider to revert from the frontal collapse directly into a deep-stall.

k. Reopening a cravat

In extreme conditions and rare cases it is possible that the wing tip(s) can become trapped between the lines. In general, this would happen only after a big uncontrolled collapse or during extreme manoeuvres.

If this cravat occurs, in the first instance use the techniques described for releasing asymmetric collapses.

If it fails to release, take hold of the stabilo line and pull hard towards yourself until the trapped section of the wing is released.

At low altitude it is important to stabilise the rotation, if any, and if necessary use the reserve (rescue) if this is not possible.

l. Negative spin

We recommend that this manoeuvre is only carried out during a safety training course over water and under supervision. The intention in this situation is for a pilot to discover the point-

of-spin and to control it. This demands a high level of experience and skill.

The longer the time between the glider entering a spin and the pilot attempting to recover, the more chance there is of it becoming out of control.

As the glider surges forward slow it down with the brakes to avoid the possibility of an asymmetric collapse. Always wait for the glider to be in front of you or above you when releasing a fully deployed spin - never release the spin while the wing is behind you because the glider would dive very far in front of you or even underneath.

m. Full-stall

This is an extreme manoeuvre that should rarely, if ever, be required.

To induce a full stall, pull both brake-lines down smoothly. Hold them down, locking your arms under your seat until the canopy falls behind you and deforms into a characteristic crescent shape. In spite of how uncomfortable it may feel as the glider falls backwards, be careful not to release the brakes prematurely or asymmetrically. If the brakes are released while the glider is falling backwards the surge and dive forwards is very fast and the glider may shoot in front and even underneath you.

In a full stall the canopy will oscillate back and forth. To stabilise this, the pilot can release the brakes slowly and for approximately 1/3 of the brake travel and then hold at this level. Holding at this position allows the wing to refill slightly across the span. When releasing the brakes without pre-filling the ears mostly will most probably hook in the lines and this can result in a cravat.

After pre-filling the glider stabilizes its movements and the brakes can be eased until the glider recovers speed and flies again.

ATTENTION: The full stall requires a lot of height and demands certain skills to recover. It is important this manoeuvre is not practiced without qualified supervision. It should preferably be practiced during a safety training course.

n. Rapid decent manoeuvres

i. Spiral

The spiral dive is an effective way of making a fast descent. During the spiral dive the pilot and glider will experience strong centrifugal forces which strain the glider. As such it should be considered an extreme manoeuvre. Due to the rapid height loss during a spiral, pilots must always take care that they have sufficient altitude before initiating the manoeuvre and that the airspace is free around the pilot.

Initiation: Weight shift and smoothly pull on one brake (the same side you are weight shifting into) so the glider goes from a normal 360-degree turn into a steep turn and from there into a spiral dive. Once established in the spiral the descent rate and bank angle can be controlled with weight shift and the releasing or pulling of inner brake. As the glider banks in front of the pilot maintain the spiral by keeping the brake pressure constant, at this point weight-shift can be neutralised. Descent is controlled by pulling more on the inner brake. A slight pull on the outside brake helps to keep the glider stable.

Recovery: The EAZY recovers from a spiral spontaneously as soon as the brakes are released and weight shift returns to neutral. To exit, allow the spiral to slow down for a turn or two by slowly releasing the inner brake. Once the glider starts to exit the spiral, control your descent rate and bank angle with weight shift and the outer and/or inner brake to prevent any strong

climbs out of spiral. Always finish a spiral dive at a safe altitude.

The EAZY does not show any tendency for a stable spiral. That means the glider does not remain in spiral after releasing the brakes. If the glider should, in rare cases, remain in a stable spiral the pilot should first weight-shift to the outside and then brake slightly more on the outside.

ATTENTION: In a stable spiral the G-forces are very high. Be aware that it may therefore require considerable more input and effort to recover from this state.

ATTENTION: When exiting a spiral too fast the conversion of energy may result in the glider climbing quickly and entering its own turbulence. This may cause the glider to collapse. We advise that you allow the EAZY to exit from the spiral dive in a controlled manner.

You should take care to use only moderate spirals so as not to put unnecessary load on you and your lines.

IMPORTANT SATEFY NOTICE! A pilot who is dehydrated and/or not accustomed to spiralling can lose consciousness during a steep spiral dive!

ii. B-line stall

This is an effective way of making a moderate to rapid descent but doesn't allow any forward speed.

Initiation: Take hold of the B-risers (both sides at same time) just above the maillons and slowly but smoothly pull them down, twisting your hands until the canopy shows a span-wise crease at the B-line attachment points and stops flying forward. It is difficult to pull at first but becomes easier as the airfoil creases. Your sink rate will increase while your forward speed will reduce to practically zero.

Recovery: Let go of the risers smoothly but determinedly and symmetrically, the glider will speed up and gain forward movement. The brakes are kept in your hands at all time during this manoeuvre. When exiting take care not to pull the brakes.

ATTENTION: IF THE B-RISERS ARE PULLED DOWN TOO MUCH THE WING MAY LOOSE ITS SPANWISE FORM OR THE TIPS COME IN FRONT OF THE CENTRE OF THE WING. IN THIS INSTANCE THE B-RISERS MUST BE RELEASED IMMEDIATELY.

iii. "Big-ears"

This is the easiest and safest technique for descent while maintaining forward speed. Depending on how much of the wing-tip you deflate, 3m/s to 5m/s sink rate can be achieved. While in big-ears your forward speed can be increased by using the speed system. To use big-ears with speed system pull the ears in first and then push the speed bar. To recover release the speed bar first and then open the ears. The tendency for the wing to collapse is reduced while flying with big-ears.



The EAZY can be steered with big ears in by weight-shift alone.

Initiation: Reach up high and take hold of the metal maillon (quick-link) of the “outer” A-riser on each side of the glider. Pull both sides down simultaneous. Hold them in firmly. The tips will fold in. Make sure the lines are pulled down equally on each side and your big ears are even.

Recovery: The ears will open by itself. To support the reopening pull a little at the brakes.

iv. “Big-ears” with B-line

As an alternative to the “big-ears” done by the outer A-line it’s possible to do “big-ears” with the outer B-line instead. Like this the tips make a partial B-stall which gives a very similar result compared to doing it with the A-line. To release just put the B-lines up again. The advantage by doing so is that the ears are more stable and have no tendency to shake. A disadvantage would be that the ears cannot be alternated in size. This manoeuvre works in trim speed as well when accelerated.

ALL RAPID DESCENT MANOUVRES SHOULD BE FIRST PRACTICED IN CALM AIR, WITH SUFFICIENT ALTITUDE AND WITH QUALIFIED SUPERVISION.

REMEMBER:

A wrong manoeuvre at the wrong time may change a straightforward situation into a dangerous problem. Extreme manoeuvres also expose your glider to forces which may damage it.

- Practice these techniques under qualified supervision preferably during a safety training course
- Before initiating a manoeuvre make sure that the airspace below is clear of obstructions or other pilots.
- During manoeuvres watch both the glider and altitude above the ground.

9. Maintenance and Repairs

The materials used to construct your EAZY have been carefully chosen for maximum durability. If you treat your glider carefully and follow these guidelines it will last you a long time. Excessive wear can occur by bad ground-handling, careless packing, unnecessary exposure to UV light, exposure to chemicals, heat and moisture.

Ground-handling

- Choose a suitable area to launch your glider. Lines caught on roots or rocks lead to unnecessary strain on the attachment tabs during inflation. Snagging lines may rip the canopy fabric or damage lines.
- When landing, never let the canopy fall on its leading edge. The sudden pressure increase can severely damage the air-resistant coating of the canopy as well as weaken the ribs and seams.
- Dragging the glider over grass, soil, sand or rocks, will significantly reduce its lifetime and increase its porosity.
- When preparing for launch or when ground-handling, be sure not to step on any of the lines or the canopy fabric.
- Don't tie any knots in the lines.

This glider will remain airworthy and in good condition for many years, if well cared for and packed correctly.

Packing the glider:

It is strongly recommended to concertina pack your glider by folding it rib onto rib, in order to preserve the shape of the leading edge and therefore help maintain inflation characteristics and performance.

The EAZY has nylon wire support in the leading edge which cannot break, but if packed badly (bending during packing) and stored for a long time may deform.

The AIRPack inner-bag can help you to pack easily and properly.

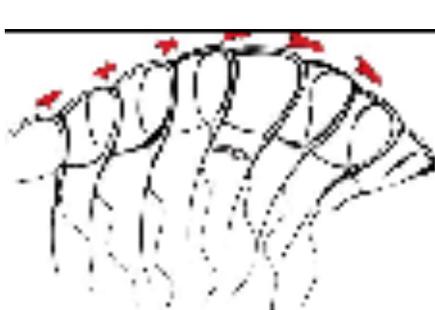
For details see the accessories section of the www.ad-glidern.com website.

Packing your AirDesign glider.

1. Lay the lines / risers / harness at the trailing edge of the wing. Collect the lines together and lay them as much as possible on top of the wing fabric. This protects the lines during packing and storage.

2. Starting either at one tip or at the centre of the wing, gather all the leading edge cell walls together so that the polyamide rods are side by side.

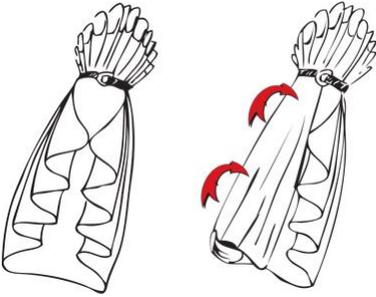
IMPORTANT NOTE: if you are packing the glider on rough ground, first gather the wing into a 'cauliflower' by pulling in the lines and then pack the leading edge. Dragging the canopy over rough ground will damage the fabric.



3. Lay the leading edge flat on the packing bag / Airpack and secure with the internal strap just below the end of the polyamide rods.

4. Adjust the packed leading edge to ensure all polyamide rods are flat against each other.

5. Fold the rest of the wing in from the tips on each side using the same concertina procedure and then fold one side half lengthwise on top of the other.



6. Fold the wing up from the trailing edge into 2 or 3 folds, removing excess air and making sure that the packed leading edge is kept flat and outermost. DO NOT fold the leading edge back inside the wing. This may damage / distort the polyamide rods.

7. For Packing bag - Undo the clip holding the leading edge in place and secure around the folded glider. Close the bag with the side clip and top drawstring.



Storage

- Avoid packing your glider when it is wet. If there is no other way, then dry it as soon as possible away from direct sunlight and heat. Be careful to avoid storing your canopy when damp or wet: this is the most common reason for canopy degradation.
- Do not let your glider come into contact with seawater. If it does, rinse the lines, canopy and risers with fresh water and dry it away from direct sunlight before storing.
- After flight or when storing, always use the inner protection sack (or AIRPack).
- When storing or during transport make sure your glider is not exposed to temperatures higher than 50°C.
- Never let the glider come into contact with chemicals. Clean the glider with clean lukewarm water only. Never clean using abrasives.

- For long-term storage do not pack the glider too tightly. Leave the rucksack zip open when possible to allow any moisture to evaporate.

Transport:

Some materials used in the construction of the glider are sensitive to temperature. Therefore, the pilot should ensure that the glider is not exposed to excessive heat. For instance, do not leave the glider in a car during hot summer days.

When packing to send by post use appropriate packing material.

Cleaning:

For cleaning just use only a soft sponge and clean water.

Do not use solvents, cleaners or abrasives.

Repairs:

Repairs must be done exclusively by the manufacturer, importer or authorised persons.

Use only original parts.

In case of questions please contact AIRDESIGN directly.

Material wear:

The EAZY consists mainly of Nylon cloth.

This material does not lose much strength or become porous through exposure to UV radiation. However, despite this, the pilot should take care to not expose the glider unnecessarily to sunlight. Unpack shortly before take-off and pack the glider right after landing.

The EAZY is lined with sheathed Aramid- and Dyneema lines. Take care not to stress any line mechanically. Overloading should be avoided as a stretching is non-reversible. Continuous bending of Aramid lines at the same spot weakens the strength.

When putting the glider to the ground avoid dirt and dust as much as possible. Dirt can get between the fibres of the lines which may shorten the lines and damage the covering.

When lines get caught during take-off, they can stretch or even break. Do not step on lines.

Sharp edges on the ground can damage the sheathing.

A brake line tangled around other lines can tear or cause damage.

Take care that no snow, stones or sand get into the canopy. The weight can pull down the trailing edge and slows the glider. In the worst case scenario, the glider can be caused to stall.

When launching in strong winds the canopy can, if not controlled, overshoot and hit the ground hard. This can lead to tears in the ribs or damage the sail or stitching.

When landing, avoid the leading edge hitting the ground in front of the pilot. This can damage the materials in the leading edge.

After landings in trees or water the line length must be checked. After contact with salt water wash the glider immediately with clean water.

Avoid contact between the fabric and sweat.

Do not pull the glider over rough ground; this can damage the cloth at the contact points.

Do not too pack the glider too tightly.

The total line length documents for each size of the EAZY are found in the annex.

10. Checking the glider

Even with the best possible care each glider is subjected to a certain ageing which can affect the flying characteristics, performance and safety.

A thorough inspection of all components, including checking suspension line strength, line geometry, riser geometry and permeability of the canopy material is mandatory.

2-Years Inspection:

After **24 months or 150 flight hours** (whichever occurs first) the glider must be inspected. This check will be made by the manufacturer, importer, distributor or other authorised persons.

The checking must be proven by a stamp on the certification sticker on the glider as well in the service book.

In the event that a glider is NOT checked according to this schedule, the airworthiness warranty of the glider is invalidated.

More information about servicing and inspections can be found in the document "Inspection Information" available on the AIRDESIGN website www.ad-gliders.com

Ground-handling times must be multiplied by factor of 2 due to the greater contact with abrasive surfaces.

Respecting nature and environment:

Finally, we would ask each pilot to take care of nature and our environment. Respect nature and the environment at all times but most particularly at take-off and landing places.

Respect others and paraglide in harmony with nature.

Do not leave marked tracks and do not leave rubbish behind.

Do not make unnecessary noise and respect sensitive biological areas.

The materials used on a paraglider should be recycled.

Please send old AIRDESIGN gliders back to us AIRDESIGN offices. We will undertake to recycle the glider.

11. The Final Word

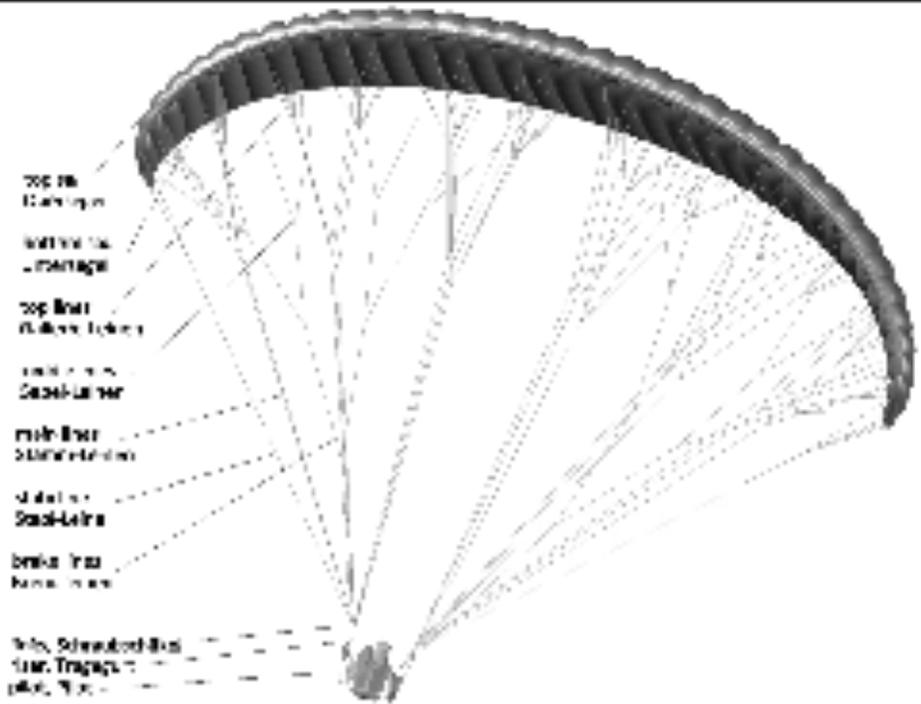
The EAZY will give you hours of fun and satisfaction in the air. We wish you lots of good flights. Treat your glider well and have respect for the demands and dangers of flying.

We ask all pilots to fly with care and to respect the national and international laws with regard to our sport.

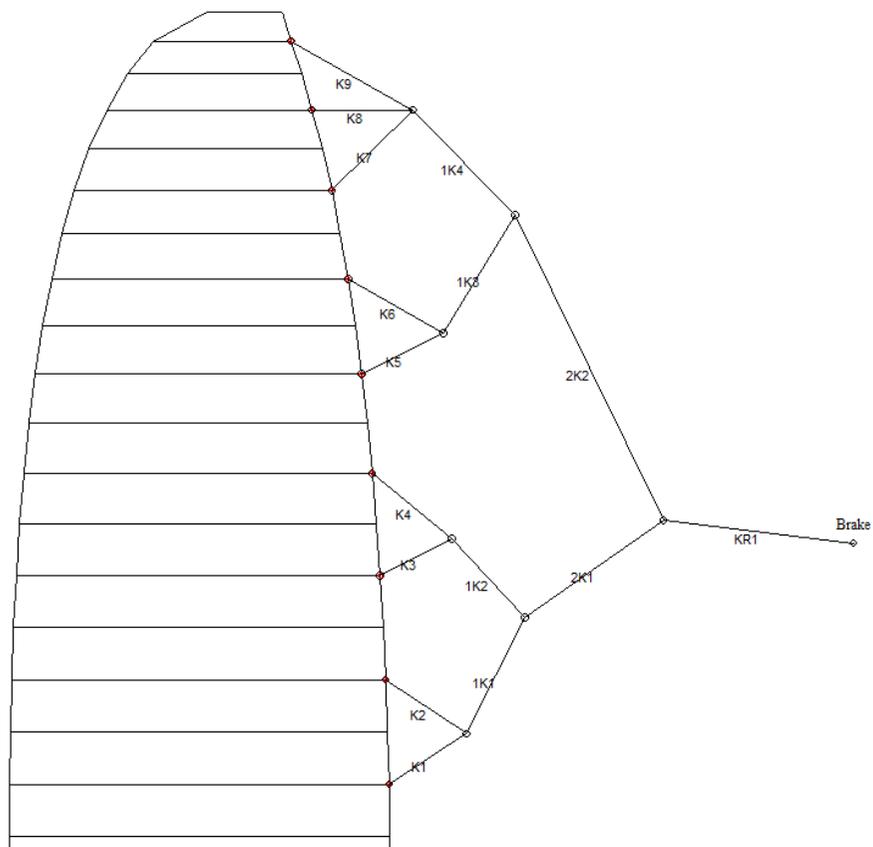
SEE YOU IN THE SKY!

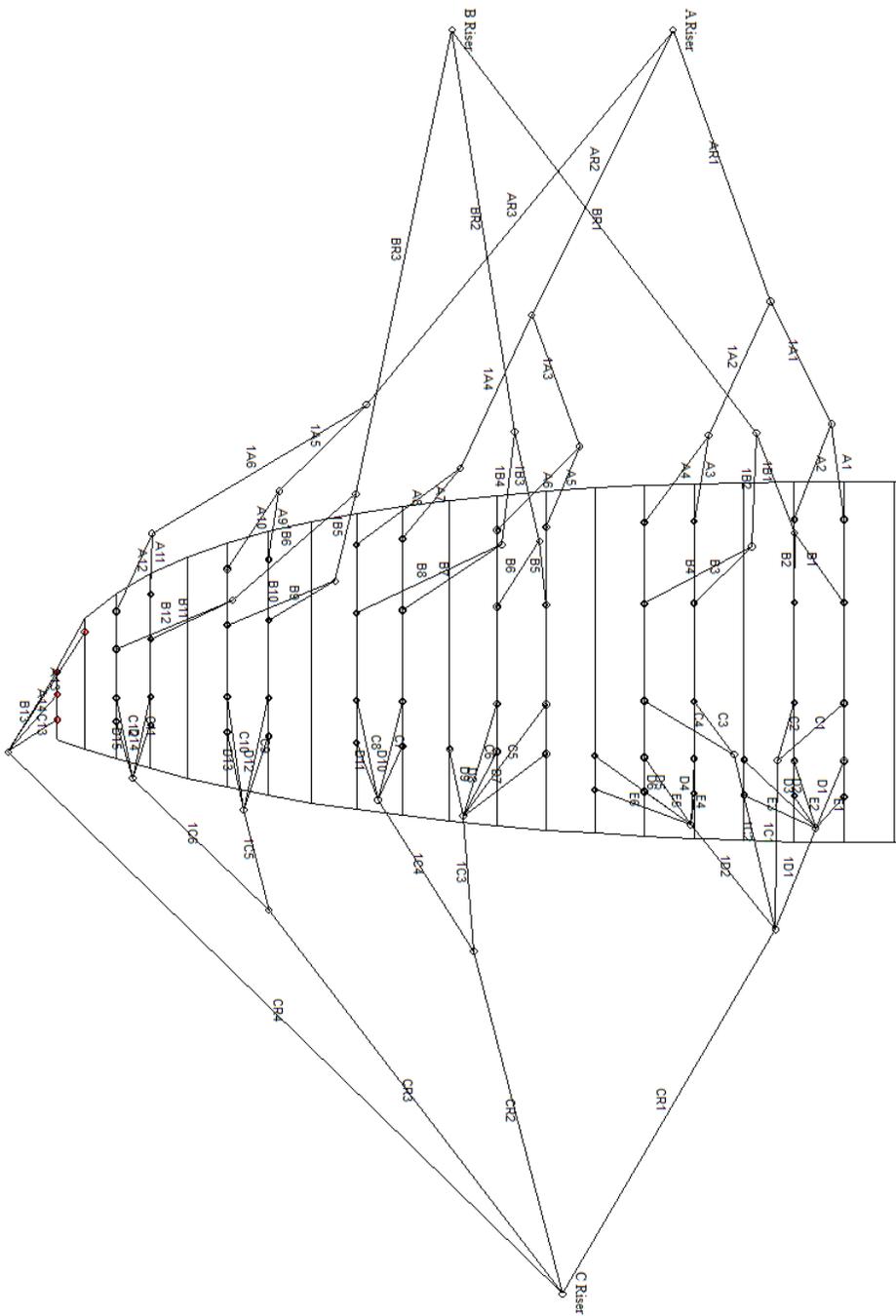
A. ANHANG - ANNEX

a. Übersichtszeichnung – Overview

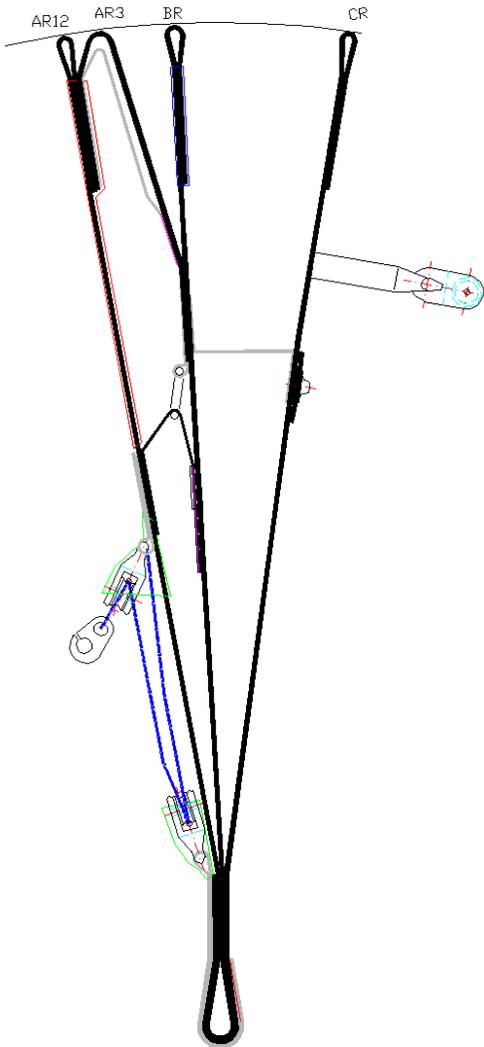


b. Leinenplan – line plan





c. Tragegurt – Riser



Die Längen des Tragegurtes sowie der Beschleunigerwege entnehmen sie bitte der EBL/DDP unter Anhang C.

Der maximale Beschleunigerweg (gemessen zwischen Beschleunigerrollen Achse zu Achse) beträgt 10cm.

Für die Betätigung zum „Ohren anlegen“ bitte lesen Sie unter Punkt: 7.m.iii Ohren anlegen

Bis auf den Beschleuniger und das „Ohren anlegen“ weist der Tragegurt keine anderen einstellbaren, entfernbaren oder variablen Vorrichtungen auf.

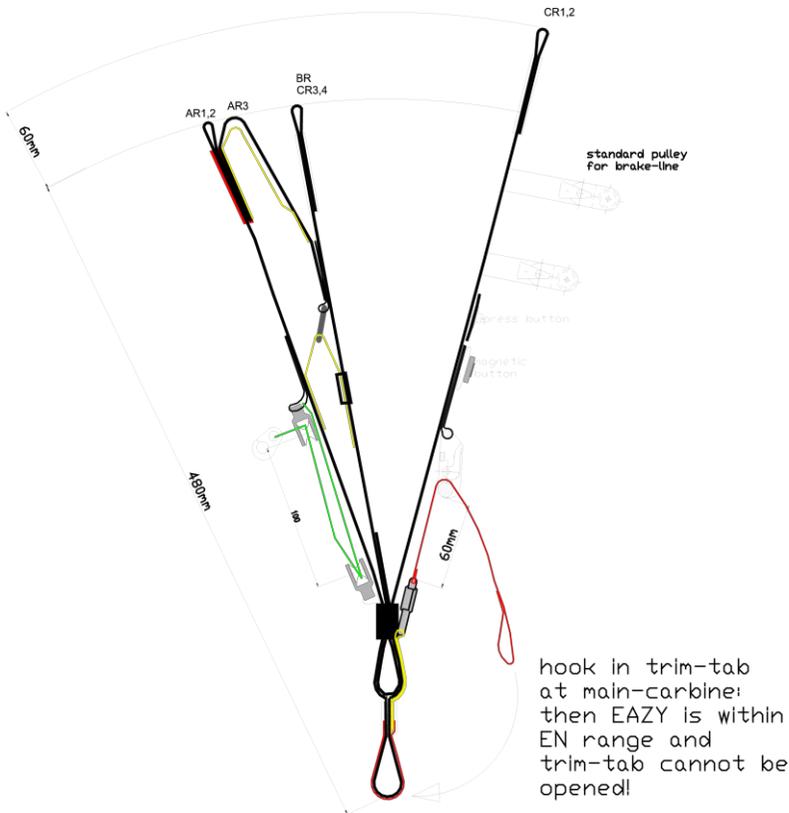
Please find length for riser and accelerator in EBL/DDP in section C.

The maximum range of accelerator (measured at pulleys from axis to axis) is 10cm.

How to use the “big-ears” please read at point: 7.m.iii “big-ears”.

Except for the accelerator and the “big-ears” the riser has no other adjustable, removable or variable equipments mounted.

d. Tragegurt – Riser – PPG / Paramotor



Trimmer geschlossen:

Für langsamen Flug und bestes Steigen. Ideale Einstellung für den Start. Am besten geeignet bei Null-Wind.

Trimmer halb geöffnet:

Geschwindigkeitssteigerung um ca. 2-3 km/h bei weiterhin guten Steigeigenschaften Zu empfehlen bei Starts mit mehr Gegenwind.

Trimmer offen:

Schirm beschleunigt ca. 4-5km/h. Handling wird agiler.

Trim tabs closed: For slowest flight and best lift. Best option for take-off. Best in nil-wind conditions.

Trim tabs 50%: Increases speed by approximately 2-3 km/hour and still maintains excellent lift component. Use in conditions with more wind.

Trim tabs open:

Glider speeds up by around 4-5 km/h. handling gets more agile and direct.

B. Material – Materials

EAZY:

Segeltuch/Sail:

- Obersegel/Top Sail: DOKDO-30DMF(WR) 40 Gramm
- Untersegel/Bottom Sail: DOKDO-30DMF(WR) 40 Gramm
- Rippen/Ribs: Dominico 30D hard

Leinen/Lines:

- Gallerieleinen/Top lines: Liros DSL70
- Gabelleinen/Middle lines: Liros PPSL120
- Stammleinen/Main lines: EDELRID 7343-280

Tragegurt/Riser: 20mm Nylon

Schraubschäkel/Maillons: 4,3mm JOO-TECH/Korea

EAZY SUPERLIGHT

Segeltuch/Sail:

- Obersegel/Top Sail: DOKDO-30DMF(WR) 40 Gramm / Porcher Marine Skytex 27 – 29 gramms
- Untersegel/Bottom Sail: Porcher Marine Skytex 27 – 29 gramms
- Rippen/Ribs: Porcher Marine Skytex 27 hard – 26 gramms
-

Leinen/Lines:

- Gallerieleinen/Top lines: Edelrid 8000/U-090
- Gabelleinen/Middle lines: Edelrid 8000/U-130/190
- Stammleinen/Main lines: Edelrid 8000/U-230

Tragegurt/Riser: 13mm Aramid with Polyester covered - LIROS

Schraubschäkel/Maillons: 4,3mm JOO-TECH/Korea

C. Erklärung über Bauausführung und Leistung (EBL) – Declaration of Design and Performance (DDP)

Declaration of Design and Performance (DDP)

11.04.2014

EBL-GS-DB - Stand 19.12.2012 - V5

Paraglider

Type testing

EAPR-GS-0202/14

Test sample

eazy XXS

Type testing owner

AIRDESIGN GmbH.
 Rhombergstraße 9, 3 Stock
 6967 Absam
 AUSTRIA

Date of type testing declaration	11.04.2014
Manner of type of testing	simplified
Reference	89

Certified standards and procedures	LTF 91/09, Pkt. 3., Pkt. 10., appendix I, - EN 926-2 IA 014 Rev. 1.7, EN 926-1, except shock- and loadtest (LTF 3.2.1, 3.2.2/EN 926-1 3.1, 3.2)
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System weight without bag - kg	4,5 kg
Allowable min. payload	50 kg
Allowable max. payload	80 kg
Number of seats	1
Classification	LTF / EN A
Foot accelerator	ja / yes
Trim device (hand operated)	nein / no
suitable for training	ja / yes

Tested with foldinglines	keine / none
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Riser lenght mm	A	A2	B	C	D	E
open-normal	470	470	470	470		
Accelerated	370	370	400	470		
closed						

trailing edge	half	4961 mm	
Cell depth on lower surface form air intake to the trailing edge	Center cell or center rippe +	1	2245 mm
		8	2070 mm
		16	1281 mm
Center rippe +	R1	R4	R8
0 → A	110 mm	210 mm	180 mm
A → B	550 mm	520 mm	500 mm
B → C	655 mm	645 mm	640 mm
C → D	385 mm	380 mm	315 mm

The measured values at the lower surface of the trailing edge, cell depth and spacing of the articulation points were determined under tensile load of 50 N.

line length: mm

	A	B	C	D	E	Br
1	6370	6310	6370	6465	6535	6855
2	6335	6275	6330	6380	6455	6490
3	6330	6270	6315	6425	6500	6265
4	6375	6320	6355	6415	6485	6050
5	6355	6310	6385	6405	6475	6015
6	6310	6265	6320	6515	6565	5990
7	6290	6250	6305	6460		5975
8	6295	6260	6315	6395		5985
9	6185	6150	6180	6455		6005
10	6120	6080	6105	6385		
11	6000	5965	5970	6385		
12	5985	5945	5925	6240		
13	5795			6160		
14	5620	5630	5675	6000		
15				5950		
16						
17						
18						
19						
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21						
22						
23						
24						
25						

Kind of measuring	Lines with riser and links up to lower surface undertension load 50N
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Comments	none
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Manual version dated	Rev6 10.04.2014
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Periodical checks	24 month / 150 hours of flying
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Bad Grönenbach, 11.04.2014

This explanation was provided electronically and is valid without signature

Declaration of Design and Performance (DDP)

09.04.2014

EBL-GS-DB - Stand 19.12.2012 - V5

Paraglider

Type testing

EAPR-GS-0138/14

Test sample

EAZY XS

Type testing owner

AIRDESIGN GmbH.

 Rhombergstraße 9, 3 Stock
 6967 Absam
 AUSTRIA

Date of type testing declaration	08.04.2014
Manner of type of testing	simplified
Reference	0089

Certified standards and procedures	LTF 91/09, Pkt. 3., Pkt. 10., appendix I, - EN 926-2 IA 014 Rev. 1.7, EN 926-1, except shock- and loadtest (LTF 3.2.1, 3.2.2/EN 926-1 3.1, 3.2)
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System weight without bag - kg	5,0 kg
Allowable min. payload	55 kg
Allowable max. payload	75 kg
Number of seats	1
Classification	LTF / EN A
Foot accelerator	ja / yes
Trim device (hand operated)	nein / no
suitable for training	ja / yes

Tested with foldinglines	keine / none
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Riser lenght mm	A	A2	B	C	D	E
open-normal	470	470	470	470		
Accelerated	370	380	400	470		
closed						

trailing edge	half	5224 mm	
Cell depth on lower surface form air intake to the trailing edge	Center cell or center rippe +	1	2362 mm
		8	2121 mm
		15	1351 mm
Center rippe +	R1	R4	R8
0 → A	120 mm	220 mm	200 mm
A → B	570 mm	530 mm	520 mm
B → C	685 mm	680 mm	665 mm
C → D	400 mm	400 mm	330 mm

The measured values at the lower surface of the trailing edge, cell depth and spacing of the articulation points were determined under tensile load of 50 N.

line length: mm

	A	B	C	D	E	Br
1	6690	6630	6690	6785	6855	7210
2	6655	6600	6650	6700	6780	6830
3	6655	6595	6635	6740	6815	6600
4	6700	6645	6675	6730	6805	6365
5	6685	6630	6700	6725	6795	6335
6	6635	6590	6640	6840	6895	6315
7	6610	6570	6625	6785		6290
8	6615	6580	6630	6710		6300
9	6505	6465	6495	6775		6315
10	6435	6395	6415	6710		
11	6310	6270	6275	6705		
12	6290	6245	6225	6560		
13	6090			6475		
14	5905	5920	5965	6305		
15				6250		
16						
17						
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25						

Kind of measuring	Lines with riser and links up to lower surface undertension load 50N
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Comments	keine
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Manual version dated	Rev5 01.04.2014
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Periodical checks	24 month / 150 hours of flying
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Bad Grönenbach, 08.04.2014

This explanation was provided electronically and is valid without signature

Erklärung über Bauausführung und Leistung (EBL)

06.01.2014

EBL-GS-DB - Stand 19.12.2012 - V5

Gleitsegel

Musterprüfung

EAZY S

Gerätemuster

EAPR-GS-0111/14

Musterprüfinhaber

AIRDESIGN GmbH.
 Rhombergstraße 9, 3 Stock
 6967 Absam
 AUSTRIA

Datum der Musterprüfbestätigung	06.01.2014
Art der Prüfung	vereinfacht
Bezug	89

Nachgewiesene Normen und Verfahren	LTF 91/09, Pkt. 3., Pkt. 10., Anhang I, - EN 926-2 IA 014 Rev. 1.7, EN 926-1, ausgenommen Schock- und Belastungstest (LTF 3.2.1, 3.2.2/EN 926-1 3.1, 3.2)
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Gerätegewicht ohne Packsack	5,5 kg
Zulässiges min. Anhängelast	70 kg
Zulässiges max. Anhängelast	90 kg
Anzahl der Sitze	1
Klassifizierung	LTF / EN A
Fußbeschleuniger	ja / yes
Trimmer (von Hand zu bedienen)	nein / no
Schulungstauglich (Herstellerangabe)	ja / yes

Verwendung von Fallseilen zur Flugerprobung	keine / none
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Tragegurtlängen mm	A	A2	B	C	D	E
Offen-normal	470	470	470	470		
Beschleunigt	360	380	400	470		
Geschlossen						

Leinenlängen

	A	B	C	D	E	Br
1	7105	7045	7115	7212	7304	7725
2	7070	7010	7069	7123	7220	7320
3	7065	7005	7055	7172	7260	7075
4	7115	7060	7099	7162	7255	6845
5	7095	7050	7134	7158	7245	6810
6	7050	7005	7064	7273	7343	6795
7	7025	6990	7050	7209		6770
8	7030	7000	7059	7145		6780
9	6920	6880	6920	7200		6795
10	6845	6805	6835	7130		7900
11	6710	6670	6685	7130		7760
12	6687	6648	6632	6980		7695
13	6480	7905	7910	6890		
14	6285	6295	6345	6715		
15	7575	7565	7575	6654		
16	7510	7515	7535			
17						
18						
19						
20						
21						
22						
23						
24						
25						

Art der Messung	Fangleinen mit Tragegurt und Schäkkel bis Untersegel unter 50N Zuglast / Lines with riser and links up to lower surface undertension load 50N
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Bemerkungen	keine
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Betriebsanweisung in der Fassung vom	Rev3 02.01.2014
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Nachprüffristen	2 Jahre / years or 150 Flugstunden/hours
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Declaration of Design and Performance (DDP)

04.11.2013

EBL-GS-DB - Stand 19.12.2012 - V5

Paraglider

Type testing

EAZY M

Test sample

EAPR-GS-0089/13

Type testing owner

AIRDESIGN GmbH.
 Rhombergstraße 9, 3 Stock
 6967 Absam
 AUSTRIA

Date of type testing declaration	04.11.2013
Manner of type of testing	comprehensive
Reference	none

Certified standards and procedures	LTF 91/09, Pkt. 3., Pkt. 10., Anhang I, - EN 926-2 IA 014 Rev. 1.7, EN 926-1, ausgenommen Schock- und Belastungstest (LTF 3.2.1, 3.2.2/EN 926-1 3.1, 3.2)
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System weight without bag - kg	6,1
Allowable min. payload	80
Allowable max. payload	105
Number of seats	1
Classification	LTF / EN A
Foot accelerator	ja / yes
Trim device (hand operated)	nein / no
suitable for training	ja / yes

Tested with foldinglines	keine / none
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Riser lenght mm	A	A2	B	C	D	E
open-normal	510	510	510	510		
Accelerated	410	420	440	510		
closed						

line length: mm

	A	B	C	D	E	Br
1	7500	7435	7485	7565	7645	8095
2	7445	7375	7435	7500	7595	7675
3	7440	7370	7425	7580	7655	7420
4	7485	7424	7470	7517	7595	7185
5	7450	7405	7485	7531	7610	7145
6	7410	7365	7450	7675	7725	7130
7	7395	7355	7430	7580		7105
8	7420	7385	7456	7540		7115
9	7295	7250	7310	7595		7125
10	7215	7175	7220	7520		7900
11	7075	7035	7060	7536		7760
12	7055	7005	7000	7380		7695
13	6830	7905	7910	7280		
14	6630	6640	6690	7095		
15	7575	7565	7575	7030		
16	7510	7515	7535			
17						
18						
19						
20						
21						
22						
23						
24						
25						

Kind of measuring	Fangleinen mit Tragegurt und Schäkel bis Untersegel unter 50N Zuglast / Lines with riser and links up to lower surface undertension load 50N
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Comments	keine
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Manual version dated	Rev2 – 29.10.2013
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Periodical checks	2 Jahre / years or 150 Flugstunden/hours
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Bad Grönenbach, 04.11.2013

This explanation was provided electronically and is valid without signature

Erklärung über Bauausführung und Leistung (EBL)

06.01.2014

EBL-GS-DB - Stand 19.12.2012 - V5

Gleitsegel

Musterprüfung

EAZY L

Gerätemuster

EAPR-GS-0112/14

Musterprüfinhaber

AIRDESIGN GmbH.
 Rhombergstraße 9, 3 Stock
 6967 Absam
 AUSTRIA

Datum der Musterprüfbestätigung	06.01.2014
Art der Prüfung	vereinfacht
Bezug	89

Nachgewiesene Normen und Verfahren	LTF 91/09, Pkt. 3., Pkt. 10., Anhang I, - EN 926-2 IA 014 Rev. 1.7, EN 926-1, ausgenommen Schock- und Belastungstest (LTF 3.2.1, 3.2.2/EN 926-1 3.1, 3.2)
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Gerätgewicht ohne Packsack	6,2 kg
Zulässiges min. Anhängelast	100 kg
Zulässiges max. Anhängelast	125 kg
Anzahl der Sitze	1
Klassifizierung	A
Fußbeschleuniger	ja / yes
Trimmer (von Hand zu bedienen)	nein / no
Schulungstauglich (Herstellerangabe)	ja / yes

Verwendung von Fallseilen zur Flugerprobung	keine / none
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Tragegurtlängen mm	A	A2	B	C	D	E
Offen-normal	500	500	500	500		
Beschleunigt	400	410	430	500		
Geschlossen						

Leinenlängen

	A	B	C	D	E	Br
1	7785	7710	7785	7900	8000	8425
2	7745	7675	7745	7810	7915	7995
3	7750	7670	7730	7855	7955	7735
4	7805	7735	7780	7850	7950	7470
5	7785	7725	7810	7845	7945	7440
6	7735	7675	7740	7965	8050	7420
7	7705	7660	7730	7905		7390
8	7710	7670	7740	7835		7400
9	7590	7530	7585	7885		7410
10	7505	7455	7495	7820		7900
11	7360	7305	7325	7820		7760
12	7330	7275	7265	7660		7695
13	7110	7905	7910	7555		
14	6900	6915	6965	7365		
15	7575	7565	7575	7295		
16	7510	7515	7535			
17						
18						
19						
20						
21						
22						
23						
24						
25						

Art der Messung	Fangleinen mit Tragegurt und Schäkel bis Untersegel unter 50N Zuglast / Lines with riser and links up to lower surface undertension load 50N
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Bemerkungen	keine
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Betriebsanweisung in der Fassung vom	Rev3 02.01.2014
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Nachprüffristen	2 Jahre / years or 150 Flugstunden/hours
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D. Leinen - Lines

XA04XXS - EAZY XXS																			
Linked Line Check Sheet																			
	A			B			C			D			E			K			
	Name		Name	Name		Name	Name		Name	Name		Name	Name		Name	Name		Name	
1	A1 5905		B1 5850	C1 5910		D1 6005		E1 6075		K1 6870									
2	A2 5870		B2 5815	C2 5870		D2 5920		E2 5995		K2 6505									
3	A3 5865		B3 5810	C3 5855		D3 5965		E3 6035		K3 6280									
4	A4 5910		B4 5860	C4 5895		D4 5955		E4 6025		K4 6075									
5	A5 5890		B5 5850	C5 5925		D5 5945		E5 6015		K5 6040									
6	A6 5845		B6 5805	C6 5860		D6 6055		E6 6105		K6 6020									
7	A7 5825		B7 5790	C7 5845		D7 5995				K7 6005									
8	A8 5830		B8 5800	C8 5855		D8 5930				K8 6015									
9	A9 5725		B9 5690	C9 5720		D9 5990				K9 6035									
10	A10 5660		B10 5620	C10 5645		D10 5920													
11	A11 5540		B11 5505	C11 5510		D11 5920													
12	A12 5535		B12 5490	C12 5470		D12 5775													
13	A13 5330		B13 5165	C13 5210		D13 5695													
14	A14 5155					D14 5535													
15						D15 5490													

XA04XS - EAZY XS rev2		Linked Line Check Sheet									
	A	B	C	D	E	K					
	Name	Name	Name	Name	Name	Name					
1	A1 6225	B1 6170	C1 6235	D1 6335	E1 6405	K1 7230					
2	A2 6190	B2 6135	C2 6195	D2 6245	E2 6325	K2 6845					
3	A3 6185	B3 6130	C3 6180	D3 6290	E3 6365	K3 6615					
4	A4 6235	B4 6180	C4 6220	D4 6280	E4 6355	K4 6395					
5	A5 6215	B5 6170	C5 6250	D5 6270	E5 6345	K5 6365					
6	A6 6170	B6 6130	C6 6185	D6 6385	E6 6440	K6 6345					
7	A7 6145	B7 6110	C7 6170	D7 6325		K7 6325					
8	A8 6150	B8 6120	C8 6180	D8 6260		K8 6335					
9	A9 6045	B9 6005	C9 6040	D9 6315		K9 6350					
10	A10 5975	B10 5935	C10 5960	D10 6250							
11	A11 5850	B11 5810	C11 5820	D11 6245							
12	A12 5840	B12 5795	C12 5775	D12 6100							
13	A13 5630	B13 5460	C13 5505	D13 6015							
14	A14 5445			D14 5845							
15				D15 5795							

XA04XS - EAZY XS rev2		
DSL70 red		
Name	No.	Sewn
C12	2	330
B12, D15	4	350
B11	2	365
C11	2	375
A12	2	395
B10, D14	4	400
A11	2	405
C10	2	425
A10	2	440
B9	2	470
D13	2	480
B7	2	485
B8	2	495
B3, B6, C9	6	505
A9, B2	4	510
A7	2	520
A8	2	525
A6, B1, B5, C7	8	545
B4, C3, C8	6	555
A3, C6	4	560
A2, D12	4	565
C2	2	570
A5	2	590
C4	2	595
A1	2	600
A4, C1	4	610
D2, D11	4	620
C5, D10	4	625
D8	2	635
D5	2	645
D4	2	655
D3	2	665
D9	2	690
D7, E2	4	700
D1	2	710
E5	2	720
E4	2	730
E3	2	740
D6	2	760
E1	2	780
E6	2	815
A14	2	835
B13	2	850
C13	2	895
A13	2	1020
DSL70 yellow		
Name	No.	Sewn

K4	2	885
K7	2	1080
K8	2	1090
K6	2	1100
K3, K9	4	1105
K5	2	1120
K2	2	1335
K1	2	1720
PPSL120 red		
Name	No.	Sewn
1ABC6	6	1060
1ABC5	6	1150
1ABCD1, 1ABCD2, 1ABC3, 1ABC4	28	1615
PPSL120 yellow		
Name	No.	Sewn
1K3, 1K4	4	1215
1K1, 1K2	4	1480
2K1, 2K2	4	1615
A-7343-280-018		
Name	No.	Sewn
AR1, AR2	4	4040
AR3	2	4415
A-7343-280-005		
Name	No.	Sewn
BR1, BR2	4	4040
BR3	2	4415
A-7343-280-006		
Name	No.	Sewn
CR1, CR2	4	4040
CR3	2	4415
6843-120-005		
Name	No.	Sewn
CR4	2	4625
A-10/N-200 yellow		
Name	No.	Sewn
KR1	2	2490

XA04S - EAZY S\xa04S_rev2		Linked Line Check Sheet											
	A	B	C	D	E	K							
	Name	Name	Name	Name	Name	Name							
1	A1 6640	B1 6580	C1 6650	D1 6750	E1 6840	K1 7705							
2	A2 6605	B2 6545	C2 6605	D2 6660	E2 6755	K2 7300							
3	A3 6600	B3 6540	C3 6590	D3 6710	E3 6795	K3 7055							
4	A4 6650	B4 6595	C4 6635	D4 6700	E4 6790	K4 6825							
5	A5 6630	B5 6585	C5 6670	D5 6695	E5 6780	K5 6790							
6	A6 6585	B6 6540	C6 6600	D6 6810	E6 6880	K6 6775							
7	A7 6560	B7 6525	C7 6585	D7 6745		K7 6750							
8	A8 6565	B8 6535	C8 6595	D8 6680		K8 6760							
9	A9 6455	B9 6415	C9 6455	D9 6735		K9 6775							
10	A10 6380	B10 6340	C10 6370	D10 6665									
11	A11 6245	B11 6205	C11 6220	D11 6665									
12	A12 6230	B12 6185	C12 6170	D12 6515									
13	A13 6015	B13 5830	C13 5880	D13 6425									
14	A14 5820			D14 6250									
15				D15 6190									

XA04S - EAZY S\xa04S_rev2		
DSL70 red		
Name	No.	Sewn
C12	2	390
B12	2	405
D15	2	410
B11	2	425
C11	2	440
A12	2	450
A11, B10	4	465
D14	2	470
C10	2	495
A10	2	505
B9	2	540
B7, D13	4	550
B8	2	560
B3, B6	4	565
B2	2	570
AC9	4	580
A7	2	585
A8	2	590
B1	2	605
A6, B5, C7	6	610
C3	2	615
B4, C8	4	620
A3, C6	4	625
AC2	4	630
D12	2	640
A5	2	655
C4	2	660
A1	2	665
A4, C1	4	675
D2	2	685
D10, D11	4	690
C5	2	695
D8	2	705
D5	2	720
D4	2	725
D3	2	735
D9	2	760
D7	2	770
D1	2	775
E2	2	780
E5	2	805
E4	2	815
E3	2	820
D6	2	835
E1	2	865
E6	2	905
A14	2	925
B13	2	935
C13	2	985
A13	2	1120

DSL70 yellow		
Name	No.	Sewn
K4	2	965
K7	2	1175
K8	2	1185
K3	2	1195
K6, K9	4	1200
K5	2	1215
K2	2	1440
K1	2	1845
PPSL120 red		
Name	No.	Sewn
1ABC6	6	1125
1ABC5	6	1220
1ABCD1, 1ABCD2, 1ABC3, 1ABC4	28	1715
PPSL120 yellow		
Name	No.	Sewn
1K3, 1K4	4	1290
1K1, 1K2	4	1575
2K1, 2K2	4	1715
A-7343-280-018		
Name	No.	Sewn
AR1, AR2	4	4290
AR3	2	4685
A-7343-280-005		
Name	No.	Sewn
BR1, BR2	4	4290
BR3	2	4685
A-7343-280-006		
Name	No.	Sewn
CR1, CR2	4	4290
CR3	2	4685
6843-120-005		
Name	No.	Sewn
CR4	2	4910
A-10/N-200 yellow		
Name	No.	Sewn
KR1	2	2645

XA04M - EAZY M\rev3
Linked Line Check Sheet

	A	B	C	D	E	K
	Name	Name	Name	Name	Name	Name
1	A1 7005	B1 6940	C1 6990	D1 7070	E1 7150	K1 8095
2	A2 6950	B2 6880	C2 6940	D2 6995	E2 7100	K2 7675
3	A3 6945	B3 6875	C3 6930	D3 7085	E3 7160	K3 7420
4	A4 6990	B4 6930	C4 6975	D4 7020	E4 7100	K4 7185
5	A5 6955	B5 6910	C5 6990	D5 7025	E5 7115	K5 7145
6	A6 6915	B6 6870	C6 6955	D6 7180	E6 7230	K6 7130
7	A7 6900	B7 6860	C7 6935	D7 7085		K7 7105
8	A8 6925	B8 6890	C8 6960	D8 7045		K8 7115
9	A9 6800	B9 6755	C9 6815	D9 7100		K9 7125
10	A10 6720	B10 6680	C10 6725	D10 7025		
11	A11 6580	B11 6540	C11 6565	D11 7040		
12	A12 6560	B12 6510	C12 6505	D12 6885		
13	A13 6335	B13 6145	C13 6195	D13 6785		
14	A14 6135			D14 6600		
15				D15 6535		

XA04M - EAZY M\rev3		
DSL70 red		
Name	No.	Sewn
C12	2	440
B12	2	445
D15	2	470
B11	2	475
A12	2	495
C11	2	500
A11, B10	4	515
D14	2	535
A10	2	555
C10	2	560
B7, B9	4	590
B6	2	600
B3	2	605
B2	2	610
B8, D13	4	620
A7	2	630
A9	2	635
B5	2	640
A6	2	645
C9	2	650
A8	2	655
B4, C3	4	660
C7	2	665
B1, C2	4	670
A3	2	675
A2	2	680
A5, C6	4	685
C8	2	690
C4	2	705
A4, C1, C5, D12	8	720
D2	2	725
A1	2	735
D4	2	750
D5, D10	4	755
D11	2	770
D8	2	775
D1	2	800
D3, D7	4	815
D9, E2, E4	6	830
E5	2	845
E1	2	880
E3	2	890
D6	2	910
E6	2	960
A14	2	1000
B13	2	1010
C13	2	1060
A13	2	1200
DSL70 yellow		
Name	No.	Sewn
K4	2	1040
K7	2	1260
K8	2	1270

K3	2	1275
K9	2	1280
K6	2	1285
K5	2	1300
K2	2	1530
K1	2	1950
PPSL120 red		
Name	No.	Sewn
1ABC6	6	1180
1ABC5	6	1280
1ABCD1, 1ABCD2, 1ABC3, 1ABC4	28	1800
PPSL120 yellow		
Name	No.	Sewn
1K3, 1K4	4	1350
1K1, 1K2	4	1650
2K1, 2K2	4	1800
A-7343-280-018		
Name	No.	Sewn
AR1, AR2	4	4500
AR3	2	4915
A-7343-280-005		
Name	No.	Sewn
BR1, BR2	4	4500
BR3	2	4915
A-7343-280-006		
Name	No.	Sewn
CR1, CR2	4	4500
CR3	2	4915
6843-120-005		
Name	No.	Sewn
CR4	2	5150
A-10/N-200 yellow		
Name	No.	Sewn
KR1	2	2770

XA04L -EAZY L\rev2													
Linked Line Check Sheet													
	A	B	C	D	E								K
	Name	Name	Name	Name	Name								Name
1	A1 7280	B1 7215	C1 7295	D1 7405	E1 7500								K1 8410
2	A2 7240	B2 7180	C2 7250	D2 7310	E2 7415								K2 7980
3	A3 7245	B3 7180	C3 7235	D3 7360	E3 7455								K3 7715
4	A4 7300	B4 7240	C4 7285	D4 7355	E4 7450								K4 7470
5	A5 7280	B5 7230	C5 7320	D5 7350	E5 7445								K5 7435
6	A6 7230	B6 7180	C6 7250	D6 7470	E6 7550								K6 7415
7	A7 7205	B7 7165	C7 7235	D7 7405									K7 7390
8	A8 7210	B8 7175	C8 7245	D8 7335									K8 7400
9	A9 7090	B9 7040	C9 7090	D9 7390									K9 7410
10	A10 7005	B10 6960	C10 7000	D10 7320									
11	A11 6860	B11 6815	C11 6830	D11 7320									
12	A12 6840	B12 6785	C12 6775	D12 7155									
13	A13 6610	B13 6415	C13 6465	D13 7055									
14	A14 6400			D14 6865									
15				D15 6795									

XA04L -EAZY L\rev2		
DSL70 red		
Name	No.	Sewn
C12	2	470
B12	2	480
D15	2	490
B11	2	510
C11	2	525
A12	2	535
B10	2	550
A11	2	555
D14	2	560
C10	2	590
A10	2	595
B9	2	630
B7, D13	4	645
B8	2	655
B2, B3, B6	6	660
AC9	4	680
A7	2	685
A8	2	690
B1	2	695
A6, B5	4	710
C3, C7	4	715
A2, B4	4	720
A3, C8	4	725
C2, C6	4	730
D12	2	745
A1, A5	4	760
C4	2	765
C1	2	775
A4	2	780
D2	2	790
C5, D10, D11	6	800
D8	2	815
D5	2	830
D4	2	835
D3	2	840
D9	2	870
D1, D7	4	885
E2	2	895
E5	2	925
E4	2	930
E3	2	935
D6	2	950
E1	2	980
E6	2	1030
A14	2	1060
B13	2	1075
C13	2	1125
A13	2	1270
DSL70 yellow		

Name	No.	Sewn
K4	2	1100
K7	2	1330
K8	2	1340
K3	2	1345
K9	2	1350
K6	2	1355
K5	2	1375
K2	2	1610
K1	2	2040
PPSL120 red		
Name	No.	Sewn
1ABCG	6	1225
1ABCS	6	1330
1ABCD1, 1ABCD2, 1ABC3, 1ABC4	28	1870
PPSL120 yellow		
Name	No.	Sewn
1K3, 1K4	4	1405
1K1, 1K2	4	1715
2K1, 2K2	4	1870
A-7343-280-018		
Name	No.	Sewn
AR1, AR2	4	4680
AR3	2	5110
A-7343-280-005		
Name	No.	Sewn
BR1, BR2	4	4680
BR3	2	5110
A-7343-280-006		
Name	No.	Sewn
CR1, CR2	4	4680
CR3	2	5110
6843-120-005		
Name	No.	Sewn
CR4	2	5355
A-10/N-200 yellow		
Name	No.	Sewn
KR1	2	2860

Gesamtleinen-Längen sind ident mit Standard Version.
 Total line-length are same as from standard version.

XA04XXS - EAZY XXS - rev2 - superlight		
8000/U-90-018		
Name	No.	Sewn
C12	2	290
B12, D15	4	310
B11	2	325
C11	2	330
A12, B10, D14	6	355
A11	2	360
C10	2	380
A10	2	395
B9	2	425
B7, D13	4	430
B8	2	440
B6	2	445
B3	2	450
B2, C9	4	455
A9	2	460
A7	2	465
A8	2	470
A6, C7	4	485
B1, B5	4	490
C3, C8	4	495
B4, C6	4	500
A3	2	505
AC2, D12	6	510
A5	2	530
C4	2	535
A1	2	545
A4, C1	4	550
D2, D10, D11	6	560
C5	2	565
D8	2	570
D5	2	585
D4	2	595
D3	2	605
D9	2	630
D7, E2	4	635
D1	2	645
E5	2	655
E4	2	665
E3	2	675
D6	2	695
E1	2	715
E6	2	745
A14	2	770
B13	2	780
C13	2	825
A13	2	945
8000/U-90-018		

Name	No.	Sewn	
K4	2	820	
K7	2	1005	
K8	2	1015	
K6	2	1020	
K3	2	1025	
K9	2	1035	
K5	2	1040	
K2	2	1250	
K1	2	1615	
8000/U-130-018			
Name	No.	Sewn	INI
1ABC6	6	1010	both sides
1ABC5	6	1095	both sides
1ABCD1, 1ABCD2, 1ABC3, 1ABC4	28	1540	both sides
8000/U-130-018			
Name	No.	Sewn	
1K3, 1K4	4	1155	
1K1, 1K2	4	1410	
2K1, 2K2	4	1540	
8000/U-230-018			
Name	No.	Sewn	
AR1, AR2	4	3850	extra sleeve at bottom
AR3	2	4200	extra sleeve at bottom
8000/U-230-018			
Name	No.	Sewn	
BR1, BR2	4	3850	extra sleeve at bottom
BR3	2	4200	extra sleeve at bottom
8000/U-230-018			
Name	No.	Sewn	
CR1, CR2	4	3850	extra sleeve at bottom
CR3	2	4200	extra sleeve at bottom
8000/U-230-018			
Name	No.	Sewn	
CR4	2	4400	extra sleeve at bottom
A-10/N-150 yellow			
Name	No.	Sewn	
KR1	2	2380	extra sleeve at bottom

Gesamtleinen-Längen sind ident mit Standard Version.
 Total line-length are same as from standard version.

XA04M - EAZY M\rev4 - light weight		
8000/U-90-018		
Name	No.	Sewn
C12	2	440
B12	2	445
D15	2	470
B11	2	475
A12	2	495
C11	2	500
A11, B10	4	515
D14	2	535
A10	2	555
C10	2	560
B7, B9	4	590
B6	2	600
B3	2	605
B2	2	610
B8, D13	4	620
A7	2	630
A9	2	635
B5	2	640
A6	2	645
C9	2	650
A8	2	655
B4, C3	4	660
C7	2	665
B1, C2	4	670
A3	2	675
A2	2	680
A5, C6	4	685
C8	2	690
C4	2	705
A4, C1, C5, D12	8	720
D2	2	725
A1	2	735
D4	2	750
D5, D10	4	755
D11	2	770
D8	2	775
D1	2	800
D3, D7	4	815
D9, E2, E4	6	830
E5	2	845
E1	2	880
E3	2	890
D6	2	910
E6	2	960
A14	2	1000
B13	2	1010
C13	2	1060
A13	2	1200
8000/U-90-018		
Name	No.	Sewn
K4	2	1040
K7	2	1260
K8	2	1270

K3	2	1275	
K9	2	1280	
K6	2	1285	
K5	2	1300	
K2	2	1530	
K1	2	1950	
8000/U-130-018			
Name	No.	Sewn	INI
1ABC6	6	1180	both sides
1ABC5	6	1280	both sides
1CD1, 1CD2, 1ABC3, 1ABC4	20	1800	both sides
8000/U-190-018			
Name	No.	Sewn	INI
1AB1, 1AB2	8	1800	both sides
8000/U-130-018			
Name	No.	Sewn	INI
1K3, 1K4	4	1350	both sides
1K1, 1K2	4	1650	both sides
2K1, 2K2	4	1800	both sides
8000/U-230-018			
Name	No.	Sewn	
AR1, AR2	4	4500	extra sleeve at bottom
AR3	2	4915	extra sleeve at bottom
8000/U-230-018			
Name	No.	Sewn	
BR1, BR2	4	4500	extra sleeve at bottom
BR3	2	4915	extra sleeve at bottom
8000/U-230-018			
Name	No.	Sewn	
CR1, CR2	4	4500	extra sleeve at bottom
CR3	2	4915	extra sleeve at bottom
8000/U-130-006			
Name	No.	Sewn	
CR4	2	5150	extra sleeve at bottom
A-10/N-150 yellow			
Name	No.	Sewn	
KR1	2	2770	extra sleeve at bottom

XA04L -EAZY L\rev3 - superlight		
8000/U-90-018		
Name	No.	Sewn
C12	2	470
B12	2	480
D15	2	490
B11	2	510
C11	2	525
A12	2	535
B10	2	550
A11	2	555
D14	2	560
C10	2	590
A10	2	595
B9	2	630
B7, D13	4	645
B8	2	655
B2, B3, B6	6	660
AC9	4	680
A7	2	685
A8	2	690
B1	2	695
A6, B5	4	710
C3, C7	4	715
A2, B4	4	720
A3, C8	4	725
C2, C6	4	730
D12	2	745
A1, A5	4	760
C4	2	765
C1	2	775
A4	2	780
D2	2	790
C5, D10, D11	6	800
D8	2	815
D5	2	830
D4	2	835
D3	2	840
D9	2	870
D1, D7	4	885
E2	2	895
E5	2	925
E4	2	930
E3	2	935
D6	2	950
E1	2	980
E6	2	1030
A14	2	1060
B13	2	1075
C13	2	1125
A13	2	1270
8000/U-90-018		

Name	No.	Sewn	
K4	2	1100	
K7	2	1330	
K8	2	1340	
K3	2	1345	
K9	2	1350	
K6	2	1355	
K5	2	1375	
K2	2	1610	
K1	2	2040	
8000/U-130-018			
Name	No.	Sewn	INI
1ABC6	6	1225	both sides
1ABC5	6	1330	both sides
1CD1, 1CD2, 1ABC3, 1ABC4	20	1870	both sides
8000/U-130-018			
Name	No.	Sewn	INI
1K3, 1K4	4	1405	both sides
1K1, 1K2	4	1715	both sides
2K1, 2K2	4	1870	both sides
8000/U-190-018			
Name	No.	Sewn	INI
1AB1, 1AB2	8	1870	both sides
8000/U-230-018			
Name	No.	Sewn	
AR1, AR2	4	4680	extra sleeve at bottom
AR3	2	5110	extra sleeve at bottom
8000/U-230-018			
Name	No.	Sewn	
BR1, BR2	4	4680	extra sleeve at bottom
BR3	2	5110	extra sleeve at bottom
8000/U-230-018			
Name	No.	Sewn	
CR1, CR2	4	4680	extra sleeve at bottom
CR3	2	5110	extra sleeve at bottom
8000/U-130-006			
Name	No.	Sewn	
CR4	2	5355	extra sleeve at bottom
A-10/N-150 yellow			
Name	No.	Sewn	
KR1	2	2860	extra sleeve at bottom

E. DGAC – Paramotor



MINISTÈRE DE L'ÉCOLOGIE, DU DÉVELOPPEMENT DURABLE
ET DE L'ÉNERGIE



DSAC

FICHE D'IDENTIFICATION ULM DE CLASSE 1

(à joindre à la carte d'identification)

a	b	c		d		e				f	Rév n°	
B	1	0	1	S	F	0	2	8	4	4	E	-

- a) Construction en série : B - autres cas : A
 b) Monoplace : 1 - Biplace : 2
 c) Paramoteur : 01 - Pendulaire : 02 - Multitaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
 d) Code de l'autorité aéronautique
 e) Numéro d'ordre
 f) Utilisation : L - Activité particulière : T - Laisir et activité particulière : E

Appellation ou type d'ULM	EAZY XXS
Constructeur	AIRDESIGN GMBH
Adresse	Rhombergstraße 9, 3. Stock A-6067 ABSAM - AUTRICHE

DESCRIPTION DE L'ULM

Activités particulières prévues	n/a				
Options prévues	n/a				
Masse minimale	Masse maximale	Voilure			
		Fabricant	Modèle/Référence		
50 kg	80 kg	AIRDESIGN GMBH	EAZY XXS		
Référence manuel d'utilisation		Référence manuel d'entretien		Surface à plat	Résistance minimale d'ancrage
EASY paramoteur		EASY paramoteur		19,85 m²	900 daN
Limitations du constructeur de la voile vis-à-vis des CMP		30 HP (22KW)			

Pour le Ministre chargé de l'Aviation Civile
Document établi le : 15 Avril 2015

Visa de l'autorité de suivi de navigabilité et aviation générale



A remplir par le constructeur d'ULM en série ou par son représentant pour toute copie conforme remise à l'acheteur.

Je soussigné....., certifie que l'ULM, numéro de série :....., est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à le
signature et cachet de l'entreprise



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RÉPUBLIQUE FRANÇAISE

MINISTÈRE DE L'ÉCOLOGIE, DU DÉVELOPPEMENT DURABLE
ET DE L'ÉNERGIE



FICHE D'IDENTIFICATION ULM DE CLASSE 1

D S A C

(à joindre à la carte d'identification)

a	b	c	d	e	f	Révn°
B	1	0 1	S F	0 2 8 4 5	E	-

a) Construction en série : B - autres cas : A

b) Monoplace : 1 - Biplace : 2

c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogiro : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06

d) Code de l'autorité aéronautique

e) Numéro d'ordre

f) Utilisation : Loisir : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	EAZY XS
Constructeur	AIRDESIGN GMBH
Adresse	RhombergstraBe 9, 3. Stock A-6067 ABSAM - AUTRICHE

DESCRIPTION DE L'ULM

Activités particulières prévues	n/a			
Options prévues	n/a			
Masse minimale	Masse maximale	Voiture		
		Fabricant	Modèle/Référence	
55 kg	90 kg	AIRDESIGN GMBH	EAZY XS	
Référence manuel d'utilisation	Référence manuel d'entretien	Surface à plat	Résistance minimale d'ancrage	
EASY paramoteur	EASY paramoteur	21,92 m ²	900 daN	
Limitations du constructeur de la voile vis-à-vis des GMP	30 HP (22KW)			

Pour le Ministre chargé de l'Aviation Civile

Document établi le : 15 Avril 2015

Visa de l'autorité : Benoît PINON
Chef du pôle certification

Suivi de navigabilité et aviation générale



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à le
signature et cachet de l'entreprise



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MINISTÈRE DE L'ÉCOLOGIE, DU DÉVELOPPEMENT DURABLE
ET DE L'ÉNERGIE



DSA C

FICHE D'IDENTIFICATION ULM DE CLASSE 1

(à joindre à la carte d'identification)

a	b	c		d		e				f	Rév n°	
B	1	0	1	S	F	0	2	8	4	6	E	-

- a) Construction en série : B - autres cas : A
 b) Monoplace : 1 - Biplace : 2
 c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
 d) Code de l'autorité aéronautique
 e) Numéro d'ordre
 f) Utilisation : Loisir : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	EAZY S
Constructeur	AIRDESIGN GMBH
Adresse	RhombergstraBe 9, 3. Stock A-6067 ABSAM - AUTRICHE

DESCRIPTION DE L'ULM

Activités particulières prévues	n/a			
Options prévues	n/a			
Masse minimale	Masse maximale	Voilure		
		Fabricant	Modèle/Référence	
70 kg	105 kg	AIRDESIGN GMBH	EAZY S	
Référence manuel d'utilisation	Référence manuel d'entretien		Surface à plat	Résistance minimale d'ancrage
EASY paramoteur	EASY paramoteur		24,70 m²	900 daN
Limitations du constructeur de la voile vis-à-vis des GMP	30 HP (22KW)			

Pour le Ministre chargé de l'Aviation Civile

Document établi le : 15 Avril 2015

Benoit PINON
 Chef du pôle certification
 Visa de l'autorité SUMI de navigabilité et aviation générale



A remplir par le constructeur d'ULM en série ou par son représentant pour toute copie conforme remise à l'acheteur.

Je soussigné..... certifie que l'ULM, numéro de série :..... est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à le :
signature et cachet de l'entreprise



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MINISTÈRE DE L'ÉCOLOGIE, DU DÉVELOPPEMENT DURABLE
ET DE L'ÉNERGIE



FICHE D'IDENTIFICATION ULM DE CLASSE 1

D.S.A.C.

(à joindre à la carte d'identification)

a	b	c	d	e	f	Révn°
B	1	0	1	S	F	0
				2	8	4
				7	E	-

- a) Construction en série : B - autres cas : A
 b) Monoplace : 1 - Biplane : 2
 c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
 d) Code de l'autorité aéronautique
 e) Numéro d'ordre
 f) Utilisation : Loisir : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	EAZY M
Constructeur	AIRDESIGN GMBH
Adresse	RhombergstraBe 9, 3. Stock A-6067 ABSAM - AUTRICHE

DESCRIPTION DE L'ULM

Activités particulières prévues	n/a			
Options prévues	n/a			
Masse minimale	Masse maximale	Voiture		
		Fabricant	Modèle/Référence	
80 kg	120 kg	AIRDESIGN GMBH	EAZY M	
Référence manuel d'utilisation	Référence manuel d'entretien	Surface à plat	Résistance minimale d'ancrage	
EASY paramoteur	EASY paramoteur	27,17 m ²	900 daN	
Limitations du constructeur de la voile vis-à-vis des GMP	30 HP (22KW)			

Pour le Ministre chargé de l'Aviation Civile,
Document établi le : 15 Avril 2015

Visa de l'autorité

Benoît PINON
Chef du pôle certification

Suivi de navigabilité et aviation générale

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Je soussigné,, certifie que l'ULM, numéro de série :, est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à le :
signature et cachet de l'entreprise



MINISTÈRE DE L'ÉCOLOGIE, DU DÉVELOPPEMENT DURABLE
ET DE L'ÉNERGIE



DSAC

FICHE D'IDENTIFICATION ULM DE CLASSE 1

(à joindre à la carte d'identification)

a	b	c	d	e				f	Rév n°
B	1	0 1	S F	0	2	8	4 8	E	-

- a) Construction en série : B - autres cas : A
 b) Mono-place : 1 - Bi-place : 2
 c) Paramoteur : 01 - Pendulaire : 02 - Multiaxe : 03 - Autogire : 04 - Aérostat : 05 - ULM à motorisation auxiliaire : 1A - 2A - 3A - Hélicoptère : 06
 d) Code de l'autorité aéronautique
 e) Numéro d'ordre
 f) Utilisation : L - Activité particulière : T - Loisir et activité particulière : E

Appellation ou type d'ULM	EAZY L
Constructeur	AIRDESIGN GMBH
Adresse	RhombergstraBe 9, 3. Stock A-6067 ABSAM - AUTRICHE

DESCRIPTION DE L'ULM

Activités particulières prévues	n/a			
Options prévues	n/a			
Masse minimale	Masse maximale	Voiture		
		Fabricant	Modèle/Référence	
100 kg	140 kg	AIRDESIGN GMBH	EAZY L	
Référence manuel d'utilisation	Référence manuel d'entretien	Surface à plat	Résistance minimale d'ancrage	
EASY paramoteur	EASY paramoteur	29,37 m²	900 daN	
Limitations du constructeur de la voile vis-à-vis des GMP	30 HP (22KW)			

Pour le Ministre chargé de l'Aviation Civile
Document établi le 15 Avril 2015

Visa de l'autorité **Benoit PINON**
Chef de pôle certification
suivi de navigabilité et de maintenance générale



A remplir par le constructeur d'ULM en série ou par son représentant pour toute copie conforme remise à l'acheteur.

Je soussigné....., certifie que l'ULM, numéro de série..... est conforme au dossier technique ayant fait l'objet de la présente fiche d'identification.

à le :
signature et cachet de l'entreprise

F. SERVICE BOOKLET - SERVICEHEFT

Model: EAZY

Size/Größe: XS S M L

Serial number/Seriennummer: _____

Colour/Farbe: _____

Date of purchase/Kaufdatum: _____

Date of first flight/Erstflug: _____

Pilot (1. Owner/ Halter)

First name/Vorname: _____

Family name/Nachname: _____

Street/Straße: _____

City/Wohnort: _____

Post code/PLZ: _____

Country/Land: _____

Telephone/Telefon: _____

Fax: _____

Email: _____

Pilot (2. Owner/ Halter)

First name/Vorname: _____

Family name/Nachname: _____

Street/Straße: _____

City/Wohnort: _____

Post code/PLZ: _____

Country/Land: _____

Telephone/Telefon: _____

Fax: _____

Email: _____

Pilot (3. Owner/ Halter)

First name/Vorname: _____

Family name/Nachname: _____

Street/Straße: _____

City/Wohnort: _____

Post code/PLZ: _____

Country/Land: _____

Telephone/Telefon: _____

Fax: _____

Email: _____

Please ensure that your Service centre signs after each check, here.
Bitte achten Sie darauf, dass Ihr Service-Betrieb nach jeder Inspektion abstempelt und unterschreibt.

Service 1

Date/Datum: _____

stamp - signature
Stempel - Unterschrift

Type of service/Art der Serviceleistung

Service 2

Date/Datum: _____

stamp - signature
Stempel - Unterschrift

Type of service/Art der Serviceleistung

Service 3

Date/Datum: _____

stamp - signature
Stempel - Unterschrift

Type of service/Art der Serviceleistung

Please ensure that your Service-station signs after each check here.
Bitte achten Sie darauf, dass Ihr Service-Betrieb nach jeder Inspektion abstempelt und unterschreibt.

Service 4

Date/Datum: _____

Type of service/Art der Serviceleistung

stamp - signature
Stempel - Unterschrift

Service 5

Date/Datum: _____

Type of service/Art der Serviceleistung

stamp - signature
Stempel - Unterschrift

Service 6

Date/Datum: _____

Type of service/Art der Serviceleistung

stamp - signature
Stempel - Unterschrift

G. Registry Of Product - Produktregistrierung

Model/Modell: EAZY

EAZY SUPERLIGHT

Size/Größe: XXS XS S M L

Serial Number/Seriennummer: _____

Date of Purchase/Kaufdatum: _____

First Flight/Erstflug: _____

Check Flight made from/Eingeflogen von: _____

Customer/Käufer:

Family Name/ Nachname: _____

First Name/Vorname: _____

Address/Adresse: _____

Tel: _____

Fax: _____

Email: _____

Stamp of Distributor and Signature/Händlerstempel und Unterschrift

Product Registration: cut off and send to AIRDESIGN, or register online at: www.ad-gliders.com
Produktregistrierung abtrennen und einschicken, oder online registrieren unter:
www.ad-gliders.com