FTR - Flight Test Report

Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht auszugsweise, vervielfältigt werden

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0591/16
	Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	serial number	
Model	Chili 4 XXS	Location	Achensee
Comment		Location	Schruns



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

Date of testing	18.12.2016	Minimum take o 65 kg	off weight	Maximum take o	off weight
Testpilot		Mike Küng		Tschofen Johannes	
Harness		EAPR Testequipment		EAPR	
Pilot's take off weigh	nt	65	kg	77	kg 🖟



В



Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1					
Rising behavior		Smooth, easy and constant rising, no pilot correction required	А	Smooth, easy and constant rising, no pilot correction required	А
Special take off technique required		No	Α	No	Α
2. Landing - 4.4.2					
Special landing technique required		No	А	No	А
3. Speeds in straight flight - 4.4.3					
Trim speed more than 30km/h		Yes	l A	Yes	A
Speed range using the controls larger than 10kr	n/h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	Α
4. Control movement - 4.4.4					
Max. weight in flight up to 80kg		Increasing > 55cm	А		-
Max. weight in flight 80 to 100kg			-	Increasing > 60cm	А
Max. weight in flight greater than 100kg			-		-
5. Pitch stability exiting accelerated flight - 4	1.4.5				
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during a	ccelerated	flight - 4.4.6			
Collapse occurs		No	Α	No	Α
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	Α	Reducing	А
8. Stability in gentle spirals - 4.4.8		9			
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	А
9. Behaviour exiting a fully developed spiral	dive - 4.4.		7.	оролиановав оли	, ,,
Initial response of glider (first 180°)		No immediate reaction	В	Immediate reduction of rate in turn	Α
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	Α
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse - 4.4.10					
Folding lines used		No		No	
Entry	30%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	~ peeds	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	А
Dive forward angle on exit	- <u>F</u>	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs		No	A	No	A
Entry Recovery	4 > 50%	Rocking back less than 45° Spontaneous in less than 3 sec	A	Rocking back less than 45° Spontaneous in less than 3 sec	A
Dive forward angle on exit	rim speed	30° - 60° Keeping course	В	0° - 30° Entering a turn of less than 90°	Α
Cascade occurs	ţį.	No Reeping course	A	No Entering a turn or less than 90	A
Entry	20%	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	accelerated > 50	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	Delera	30° - 60° Keeping course	В	30° - 60° Entering a turn of less than 90°	В
Cascade occurs	acc	No	Α	No	Α
11. Exiting deep stall (parachutal stall) - 4.4.	11				
Deep stall achieved		Yes		Yes	
Recovery		Spontaneous in less than 3 sec			Α
Dive forward angle on exit		0° - 30° A 0° - 30°		Uo - 3Uo	A
Dive forward angle on exit Change of course		Changing course less than 45°	A	Changing course less than 45°	A

Flight Test Report - Musterprüfnummer: EAPR-GS-0591/16 Seite 1 von 2

March Marc	12. High angle of attack recovery - 4.4.12									
1. Network prime and everlapport in that - 4.4.13 20 1 1 1 1 1 1 1 1 1			Spontaneous in less than 3 sec			А	Spontaneous in less than 3 sec			А
1. Recovery from a developed in stal - 4.4.13 20	Cascade occurs		·			Α	No			Α
Category		13	1 175							
Concessor control frame colorings										
Receive personal content personal cont										
1. Automatic colorage (principles (principles) 1. Automatic (principles) 1. Auto										
Section 1.5			Most lines tight			Α	Most lines tight			Α
Second second selected selec			I NI=				I No.			
Contraction to believe Contraction Con				T	450 450	Δ.			00 450	^
Sport	Change of course until re-initation	bse	< 90°	Dive or roll angle	15" - 45"	А	< 90	Dive or roll angle	0 15.	А
Sport	Re-inflation behavior	eed,	Spontaneous re	-inflation		Α	Spontaneous re	-inflation		Α
Sport	ů	im sp 50%								
Sport		nax tr								
Sportaneous re-inflation A										
To	Change of course until re-inflation	Ф	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
To	Do inflation behavior	id, llaps	Coortonoous ro	inflation		۸	Spontonoous ro	inflation		۸
To		oo %		e-inilation				-inilation		
To		trim: x 75								
Re-inflation behavior	Twist occurs	ma				Α				Α
Sportamonus re-inflation behavior	Cascade occurs		No			А	No			А
No.	Change of course until re-inflation	Φ	< 90°	Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	0° - 15°	Α
No.	Re-inflation behavior	ed, llaps	Spontaneous	-inflation	1	Δ	Spontaneous	-inflation	I	Δ
No.		lerat % co		milauvii			·	madon		
No.		acce x 50°								
Second course untal re-infailton 1986 190" 180"	Twist occurs	ma a	No			Α	No			Α
Sportaneous re-inflation A Sportaneous re-inflation A Sportaneous re-inflation A Normalization				1				1		
No	Change of course until re-inflation	bse	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
No	Re-inflation behavior	ated	Spontaneous re	e-inflation		Α	Spontaneous re	-inflation		Α
No	Total change of course	selen '5% (•			Α	Less than 360°			Α
No		acı	No							
15. Directional control with a maintained asymmetric collapse - 4.4.15 Alse to keep course straight Yes A Yes A Yes A Yes A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A No No		_								
180° turn away from the collapsed side possible in 10 sec Anount of control range between turn and staf or spin More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A No A No	15. Directional control with a maintained asymmetry	metric co	lapse - 4.4.15				•			
Amount of control range between turn and stall or spin 16. Trim speed spin tendency - 4.4.16 Spin occurs No No A No Cascade occurs No A Cascade occurs No A No Cascade occurs No A Remains stable with straight span A Remains stable with	Able to keep course straight		Yes			Α	Yes			Α
16. Trim speed spin tendency - 4.4.16 Spin occurs No A No No	180° turn away from the collapsed side possible in 10 sec		Yes			Α	Yes			Α
16. Trim speed spin tendency - 4.4.16 Spin occurs No A No No	Amount of control range between turn and stall or s	spin	More than 50% of the symmetric control travel		Α	More than 50%	of the symmetric of	control travel	Α	
Spin occurs No A No				,						
17. Low speed spin tendency - 4.4.17 Spin occurs No A No A Stops spirning in less than 90° A No A N			No			Α	No			Α
Second cocurs			•							
Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A 19. B-line-stall - 4.4.19 **Total - 4.4.19*** **Total - 4.4.19** **Total - 4.4.19*** **Total - 4.4.20*** **Tota	Spin occurs						Α			
Cascade occurs No No A No A 19. Bine-stall - 4.4.19 Change of course before release Changing course less than 45° A Remains stable with straight span A Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A No A N	18. Recovery from a developed spin - 4.4.18									
19. B-line-stall - 4.4.19 Change of course before release Changing course less than 45° A Changing course less than 45° A Remains stable with straight span A Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Dive forward angle on exit 0°-30° A No A N	Spin rotation angle after release		Stops spinning in less than 90°		Α	Stops spinning i	n less than 90°		Α	
Change of course before release Changing course less than 45° A Changing course less than 45° A Behaviour before release Remains stable with straight span A Remains stable with straight span A Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Dive forward angle on exit 0° - 30° A 0° - 30° A Cascade occurs No A No A 20. Big ears - 4.4.20 Verocedure Standard technique A Special device required A Behaviour during big ears Stable flight A Stable flight A Recovery Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec B Dive forward angle on exit 0° - 30° A 0° bis 30° A Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Special device required A Recovery Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec	Cascade occurs		No		Α	No			А	
Behaviour before release Remains stable with straight span A Remains stable with straight span A Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Dive forward angle on exit 0°-30° A No A N										
Recovery Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A Spontaneous in less than 3 sec A O*-30* A O*-30* A No A N										
Dive forward angle on exit 0°-30° A 0°-30° A Cascade occurs No A 20. Big ears -4.4.20 Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Recovery Spontaneous in less than 3 sec A Dive forward angle on exit 0°-30° A Entry procedure Standard technique A Behaviour during big ears A Entry procedure A Entry procedure A Entry procedure Standard technique A Behaviour during big ears A Entry procedure Standard technique A Behaviour during big ears Stable flight A Recovery Spontaneous in less than 3 sec A Entry procedure Standard technique A Entry procedure Standard technique A Entry procedure Spontaneous in less than 3 sec A Entry procedure A Entry procedure A Entry procedure A Entry procedure angle on exit A Entry procedure A Entry procedure A Entry procedure A Entry procedure angle on exit A Entry procedure A Entry procedure A Entry procedure angle on exit A Entry pr	Behaviour before release		Remains stable with straight span		Α	Remains stable with straight span			Α	
Cascade occurs No No A No A No A No A No A No A 20. Big ears - 4.4.20 Entry procedure Standard technique Standard technique A Special device required A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec B Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A A A O* bis 30° A A A Special device required A A A A A A A A A A A A A	Recovery		Spontaneous in less than 3 sec		A	Spontaneous in	less than 3 sec		A	
20. Big ears - 4.4.20 Entry procedure Standard technique A Special device required A Sehaviour during big ears Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec B Dive forward angle on exit 0°-30° A 0° bis 30° A A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Sehaviour during big ears Stable flight A Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Spontaneous in 3 to 5 sec A Sehaviour during big ears Stable flight A Stable flig	Dive forward angle on exit		0° - 30°		Α	0° - 30°			A	
Entry procedure Standard technique A Special device required A Sebalor flight A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec B Sovery Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec B Sovery A 0° bis 30° A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Sebalor flight A Stable flig			No			А	No		_	А
Behaviour during big ears Stable flight A Stable flight A Spontaneous in 3 to 5 sec B B Dive forward angle on exit O*-30* A O* bis 30* A O* bis 30* A A D* bis 30* A D* bis 30* A Behaviour during big ears Stable flight A Special device required A Spontaneous in 3 to 5 sec A Stable flight A Sta							<u> </u>			
Recovery Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec B Dive forward angle on exit 0°-30° A 0° bis 30° A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Stable flight A Recovery Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit 0°-30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stable flight A 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA Cascade occurs NA NA NA	* *			que						
Dive forward angle on exit 0°-30° A 0° bis 30° A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Recovery Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit 0°-30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stable flight A 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA Cascade occurs NA NA	Behaviour during big ears		Stable flight			Α	Stable flight			A
21. Big Ears in accelerated flight - 4.4.21 Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Stable flight A Recovery Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit 0° - 30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stable flight A 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA Cascade occurs NA NA NA	Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in 3 to 5 sec			В	
Entry procedure Standard technique A Special device required A Behaviour during big ears Stable flight A Stable flight A Stable flight A Stable flight A Spontaneous in 3 to 5 sec A Stable flight	Ü		0° - 30°			А	0° bis 30°			Α
Behaviour during big ears Stable flight A Stable flight A Spontaneous in 3 to 5 sec A Dive forward angle on exit Dive forward angle on exit Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stable flight	21. Big Ears in accelerated flight - 4.4.21									
Recovery Spontaneous in less than 3 sec A Spontaneous in 3 to 5 sec A Dive forward angle on exit 0°.30° A 0° bis 30° A Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stab	Entry procedure		Standard technique		Standard technique A		Special device required			Α
Dive forward angle on exit 0°-30° A Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A A A A A A A A A A A A A A A A A A	Behaviour during big ears		Stable flight		А	A Stable flight			Α	
Behaviour immediately after releasing the accelarator while maintaining big ears Stable flight A Stable fl	Recovery				А	Spontaneous in	3 to 5 sec		А	
maintaining big ears Statile light A Statile light procedure and/or configuration described in the user's manual -4.4.23 Procedure works as described NA	Ü				Α	0° bis 30°			Α	
23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 NA NA Procedure works as described NA NA NA Procedure intallel for novice pilots NA NA Cascade occurs NA NA NA		ator while			А	Stable flight			А	
180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A No A No A A No A A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA	maintaining big ears									
Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA NA Procedure suitable for novice pilots NA NA Cascade occurs NA NA			Vee				Vee			
23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA Procedure suitable for novice pilots NA NA Cascade occurs NA NA										
Procedure works as descibed NA NA Procedure suitable for novice pilots NA NA Cascade occurs NA NA	·	ation doc		r'e manual 4.4	23	Α	No.			Α
Procedure suitable for novice pilots NA Cascade occurs NA NA NA NA		ation des	In the use	1 3 IIIdiiddl - 4.4.	23	NΑ				NΑ
	Procedure suitable for novice pilots					NA				NA
44. Nemarks vi restyllUt.						NA				NA
	27. Iteliains of testpiiot.									

Flight Test Report - Musterprüfnummer: EAPR-GS-0591/16 Seite 2 von 2

Manufacturer	SKYWALK	Date
	Skywalk GmbH & Co, KG Wholeckstr. 4 D-83250 M equatistic in	Location
Model	Chili 4 XXS	
Testpilot	Anne Schmidinger	
Harness	EAPR-Equipment	
Pilot's take off	55	

Date 19.02.2017

Location Diedamskopf



presented by

EAPR GmbH- Marktstr. 11 - D-87730 Bad Grönenbach - Germany



Test-criteria		Evaluation		
1. Inflation / take-off - 4.4.1				
Rising behavior		Smooth, easy and constant rising, no pilot correction required	А	
Special take off technique required		No	Α	
2. Landing - 4.4.2				
Special landing technique required		No	A	
3. Speeds in straight flight - 4.4.3				
Trim speed more than 30km/h		Yes	A	
Speed range using the controls larger tha	n 10km/h	Yes	A	
Minimum speed		Less than 25 km/h	A	
4. Control movement - 4.4.4		2000 (110.11 20 1111)	7.	
Max. weight in flight up to 80kg		Increasing > 55cm	A	
Max. weight in flight 80 to 100kg		inorodomy > coom		
Max. weight in flight greater than 100kg				
5. Pitch stability exiting accelerated flig	tht - 4.4.5			
Dive forward angle on exit	, 1.1.0			
Collapse occurs			_	
6. Pitch stability operating controls du	ring accelerate	ed flight - 4.4.6		
Collapse occurs	my accelerate	ou night = 7.7.0		
7. Roll stability and damping - 4.4.7			-	
Oscillations			-	
8. Stability in gentle spirals - 4.4.8				
Tendency to return to straight flight			-	
9. Behaviour exiting a fully developed	spiral dive - 4	4.9 		
Initial response of glider (first 180°)			-	
Tendency to return to straight flight			-	
Turn angle to recover normal flight			-	
10. Symmetric front collapse - 4.4.10		T.,		
Folding lines used	1	No		
Entry	~ 30%	Rocking back less than 45°	Α	
Recovery	, P	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	trim speed	Dive forward 0° - 30° Entering a turn of less than 90°	Α	
Cascade occurs	ţi	No	Α	
Entry	20%	Rocking back less than 45°	Α	
Recovery	^ 8	Spontaneous in less than 3 sec	Α	
Dive forward angle on exit	trim speed > 50%	Dive forward 0° - 30° Entering a turn of less than 90°	Α	
Cascade occurs		No	Α	
Entry	20%		-	
Recovery	٨		-	
Dive forward angle on exit	accelerated		-	
Cascade occurs	acce		-	
11. Exiting deep stall (parachutal stall)	- 4.4.11			
Deep stall achieved		Yes		
Recovery		Spontaneous in less than 3 sec	Α	
Dive forward angle on exit		30° - 60°	В	
Change of course		Changing course less than 45°		
Cascade occurs		No	A	
12. High angle of attack recovery - 4.4.	12			
Recovery		Spontaneous in less than 3 sec	А	
,		·		
•		I INO		
Cascade occurs 13. Recovery from a developed full stal	- 4.4.13	No	A	

Collapse		1	
Cascade occurs (other than collapse)			-
Rocking backward			
Line tension			_
14. Asymmetric collapse (trim speed)	- 4.4.14		
Folding lines used		No	
Change of course until re-inflation	0		-
Re-inflation behavior	trim speed, max 50% collapse		-
Total change of course	trim speed, x 50% colla		-
Collapse on the opposite side occurs	iii 80%		-
Twist occurs	t max		-
Cascade occurs			-
Change of course until re-inflation	e e		-
Re-inflation behavior	trim speed, max 75% collapse		-
Total change of course	trim speed, x 75% colla		-
Collapse on the opposite side occurs Twist occurs	trim IX 75		-
Cascade occurs	E E		_
Change of course until re-inflation			_
Re-inflation behavior	es d		_
Total change of course	ated colla		_
Collapse on the opposite side occurs	accelerated, max 50% collapse		_
Twist occurs	асы нах Е		-
Cascade occurs	_		-
Change of course until re-inflation	Φ		-
Re-inflation behavior	ed, laps		-
Total change of course	erate		-
Collapse on the opposite side occurs	accelerated, max 75% collapse		-
Twist occurs	mag a		-
Cascade occurs		"	-
15. Directional control with a maintain	ed asymmetric c	Oliapse - 4.4.15	
Able to keep course straight 180° turn away from the collapsed side p	ossible in 10 sec		-
Amount of control range between turn an			
16. Trim speed spin tendency - 4.4.16			
Spin occurs		No	Α
17. Low speed spin tendency - 4.4.17			•
Spin occurs		No	Α
18. Recovery from a developed spin -	4.4.18		
Spin rotation angle after release			-
Cascade occurs			-
19. B-line-stall - 4.4.19			
Change of course before release			-
Behaviour before release Recovery			-
Dive forward angle on exit			
Cascade occurs			
20. Big ears - 4.4.20			
Entry procedure		Standard technique	А
Behaviour during big ears		Stable flight	Α
Recovery		Spontaneous in less than 3 sec	Α
Dive forward angle on exit		0° - 30°	Α
21. Big Ears in accelerated flight - 4.4.	.21		
Entry procedure		Standard technique	Α
Behaviour during big ears		Stable flight	Α
Recovery		Spontaneous in less than 3 sec	A
Dive forward angle on exit	maintainin- bi	0° - 30°	A
Behaviour immediately after releasing the accelarator while		Stable flight	A
23. Alternative means of directional co	mittor = 4.4.22	Yes	A
Stall or spin occurs		No	A
23. Any other flight procedure and/or	configuration de		
Procedure works as descibed	J		NA
		1	
Procedure suitable for novice pilots			NA

FTR - Flight Test Report

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0591/16
	Skywalk GmbH & Co.KG Windedistr. 4 D-83250 Maquartstein	serial number	
Model	Chili 4 XXS	Location	Diedamskopf
Comment			



Rev. 2.3 - 15.09.2015 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing 19.02.2017		
Testpilot	Anne Schmidinger	
Harness	EAPR-Equipment	Messer! Profers Bowerter
Pilot's take off weight	55 kg 55 kg - 70 kg	

Range of take off weight

Classification	В
----------------	---



Nachprüfung

Test-criteria		Evaluation
24. Remarks of testpilot:		
Copyright Ralf Antz 2015 T	his Flig	pht Test Report was generated automatically and is valid without signature

Flight Test Report -Musterprüfnummer: EAPR-GS-0591/16 Seite 1 von 1