


FTR - Flight Test Report

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

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



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


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

Classification	B
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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	A	Smooth, easy and constant rising, no pilot correction required	A
Special take off technique required	No	A	No	A
2. Landing - 4.4.2				
Special landing technique required	No	A	No	A
3. Speeds in straight flight - 4.4.3				
Trim speed more than 30km/h	Yes	A	Yes	A
Speed range using the controls larger than 10km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement - 4.4.4				
Max. weight in flight up to 80kg	Increasing > 55cm	A		-
Max. weight in flight 80 to 100kg		-	Increasing > 60cm	A
Max. weight in flight greater than 100kg		-		-
5. Pitch stability exiting accelerated flight - 4.4.5				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight - 4.4.6				
Collapse occurs	No	A	No	A
7. Roll stability and damping - 4.4.7				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals - 4.4.8				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive - 4.4.9				
Initial response of glider (first 180°)	No immediate reaction	B	Immediate reduction of rate in turn	A
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
10. Symmetric front collapse - 4.4.10				
Folding lines used	No		No	
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30° Keeping course	A	0° - 30° Keeping course	A
Cascade occurs	No	A	No	A
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	30° - 60° Keeping course	B	0° - 30° Entering a turn of less than 90°	A
Cascade occurs	No	A	No	A
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	30° - 60° Keeping course	B	30° - 60° Entering a turn of less than 90°	B
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall) - 4.4.11				
Deep stall achieved	Yes		Yes	
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30°	A	0° - 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A

12. High angle of attack recovery - 4.4.12									
Recovery	Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A	
Cascade occurs	No			A	No			A	
13. Recovery from a developed full stall - 4.4.13									
Dive forward angle on exit	30° - 60°			B	0° - 30°			A	
Collapse	No collapse			A	No collapse			A	
Cascade occurs (other than collapse)	No			A	No			A	
Rocking backward	Less than 45°			A	Less than 45°			A	
Line tension	Most lines tight			A	Most lines tight			A	
14. Asymmetric collapse (trim speed) - 4.4.14									
Folding lines used	No				No				
Change of course until re-inflation	trim speed, max 50% collapse	< 90°	Dive or roll angle	15° - 45°	A	< 90°	Dive or roll angle	0° - 15°	A
		Spontaneous re-inflation			A	Spontaneous re-inflation			A
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	trim speed, max 50% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	B
		Spontaneous re-inflation			A	Spontaneous re-inflation			A
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	accelerated, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	B
		Spontaneous re-inflation			A	Spontaneous re-inflation			A
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-inflation			A	Spontaneous re-inflation			A
Total change of course		Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs		No			A	No			A
Twist occurs		No			A	No			A
Cascade occurs		No			A	No			A
15. Directional control with a maintained asymmetric collapse - 4.4.15									
Able to keep course straight	Yes			A	Yes			A	
180° turn away from the collapsed side possible in 10 sec	Yes			A	Yes			A	
Amount of control range between turn and stall or spin	More than 50% of the symmetric control travel			A	More than 50% of the symmetric control travel			A	
16. Trim speed spin tendency - 4.4.16									
Spin occurs	No			A	No			A	
17. Low speed spin tendency - 4.4.17									
Spin occurs	No			A	No			A	
18. Recovery from a developed spin - 4.4.18									
Spin rotation angle after release	Stops spinning in less than 90°			A	Stops spinning in less than 90°			A	
Cascade occurs	No			A	No			A	
19. B-line-stall - 4.4.19									
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									
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			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 accelerator 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 described				NA				NA	
Procedure suitable for novice pilots				NA				NA	
Cascade occurs				NA				NA	
24. Remarks of testpilot:									

Manufacturer	 Skywalk GmbH & Co. KG Windstar - 4 D-87730 M. Gröbenbach	Date	19.02.2017
		Location	Diedamskopf
Model	Chili 4 XXS		
Testpilot	Anne Schmidinger		
Harness	EAPR-Equipment		
Pilot's take off weight	55		



presented by

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


Classification **B**

Test-criteria	Evaluation	
1. Inflation / take-off - 4.4.1		
Rising behavior	Smooth, easy and constant rising, no pilot correction required	
Special take off technique required	No	
2. Landing - 4.4.2		
Special landing technique required	No	
3. Speeds in straight flight - 4.4.3		
Trim speed more than 30km/h	Yes	
Speed range using the controls larger than 10km/h	Yes	
Minimum speed	Less than 25 km/h	
4. Control movement - 4.4.4		
Max. weight in flight up to 80kg	Increasing > 55cm	
Max. weight in flight 80 to 100kg	-	
Max. weight in flight greater than 100kg	-	
5. Pitch stability exiting accelerated flight - 4.4.5		
Dive forward angle on exit	-	
Collapse occurs	-	
6. Pitch stability operating controls during accelerated flight - 4.4.6		
Collapse occurs	-	
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		
Folding lines used	No	
Entry	trim speed ~ 30%	Rocking back less than 45°
Recovery		Spontaneous in less than 3 sec
Dive forward angle on exit		Dive forward 0° - 30° Entering a turn of less than 90°
Cascade occurs		No
Entry	trim speed > 50%	Rocking back less than 45°
Recovery		Spontaneous in less than 3 sec
Dive forward angle on exit		Dive forward 0° - 30° Entering a turn of less than 90°
Cascade occurs		No
Entry	accelerated > 60%	-
Recovery		-
Dive forward angle on exit		-
Cascade occurs		-
11. Exiting deep stall (parachutal stall) - 4.4.11		
Deep stall achieved	Yes	
Recovery	Spontaneous in less than 3 sec	
Dive forward angle on exit	30° - 60°	
Change of course	Changing course less than 45°	
Cascade occurs	No	
12. High angle of attack recovery - 4.4.12		
Recovery	Spontaneous in less than 3 sec	
Cascade occurs	No	
13. Recovery from a developed full stall - 4.4.13		
Dive forward angle on exit	-	

Collapse		-
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	trim speed, max 50% collapse	-
Re-inflation behavior		-
Total change of course		-
Collapse on the opposite side occurs		-
Twist occurs		-
Cascade occurs		-
Change of course until re-inflation	trim speed, max 75% collapse	-
Re-inflation behavior		-
Total change of course		-
Collapse on the opposite side occurs		-
Twist occurs		-
Cascade occurs		-
Change of course until re-inflation	accelerated, max 50% collapse	-
Re-inflation behavior		-
Total change of course		-
Collapse on the opposite side occurs		-
Twist occurs		-
Cascade occurs		-
Change of course until re-inflation	accelerated, max 75% collapse	-
Re-inflation behavior		-
Total change of course		-
Collapse on the opposite side occurs		-
Twist occurs		-
Cascade occurs		-
15. Directional control with a maintained asymmetric collapse - 4.4.15		
Able to keep course straight		-
180° turn away from the collapsed side possible in 10 sec		-
Amount of control range between turn and stall or spin		-
16. Trim speed spin tendency - 4.4.16		
Spin occurs	No	A
17. Low speed spin tendency - 4.4.17		
Spin occurs	No	A
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	A
Behaviour during big ears	Stable flight	A
Recovery	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30°	A
21. Big Ears in accelerated flight - 4.4.21		
Entry procedure	Standard technique	A
Behaviour during big ears	Stable flight	A
Recovery	Spontaneous in less than 3 sec	A
Dive forward angle on exit	0° - 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A
23. Alternative means of directional control - 4.4.22		
180° turn achievable in 20 sec	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 described		NA
Procedure suitable for novice pilots		NA
Cascade occurs		NA


FTR - Flight Test Report

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

Manufacturer	 Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maqairtstein	Type testing No.	EAPR-GS-0591/16
		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	
Pilot's take off weight	55 kg 55 kg - 70 kg	

Range of take off weight

Classification	B
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Nachprüfung

Test-criteria	Evaluation
24. Remarks of testpilot:	

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