FTR - Flight Test Report

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0590/16	JE LOS
	Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	serial number		Messen Prüfen Bewerten Rev. 2.3 - 26.11.2014
Model	Chili 4-L	Location	Schlick, Stubaital	EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany
Comment		Location	Kössen	

se, vervielfältigt werden

Date of testing	09.12.2016	Minimum take 105 kg	eight	Maximum take off weight 135 kg			
Testpilot		Pascal Purin			Anselm Rauh		200
Harness		EAPR Equipment			EAPR		des P
Pilot's take off weig	ht	100	kg		133	kg	AND A

Classification B



Test-criteria	criteria		Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1						
Rising behavior		no pilot correction required	А	no pilot correction required	А	
Special take off technique required		No	A	No	A	
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	А	Yes	А	
Speed range using the controls larger than 10km/h		Yes	A	Yes	A	
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А	
4. Control movement - 4.4.4		2000 Mail 20 Mini				
Max. weight in flight up to 80kg			-			
Max. weight in flight 80 to 100kg			-		-	
Max. weight in flight greater than 100kg		Increasing >65 cm A Increasing >65 cm			А	
5. Pitch stability exiting accelerated flight - 4.4	.5					
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	A	
Collapse occurs		No	A	No	А	
6. Pitch stability operating controls during acco	elerated	flight - 4.4.6				
Collapse occurs		No	А	No	А	
7. Roll stability and damping - 4.4.7						
Oscillations		Reducing	А	Reducing	А	
8. Stability in gentle spirals - 4.4.8		ricodoling	A	Treadenig		
		Spontaneous exit	А	Spontaneous exit	А	
Tendency to return to straight flight			A	Spontaneous exit	A	
9. Behaviour exiting a fully developed spiral div	ve - 4.4.	Immediate reduction of rate in turn				
Tendency to return to straight flight	ial response of glider (first 180°)		A	Immediate reduction of rate in turn Spontaneous exit	A	
Turn angle to recover normal flight		Spontaneous exit Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A	
° °		Less than 720, spontalleous recovery	~	Less than 720, spontaneous recovery	~	
10. Symmetric front collapse - 4.4.10		L			-	
Folding lines used		No Rocking back less than 45°	Δ.	No Rocking back less than 45°	Δ.	
Entry Recovery	~ 30%	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec	A	
,	paa			•		
Dive forward angle on exit	trim speed	0° - 30° Keeping course	A	30° - 60° Keeping course	В	
Cascade occurs		No	A	No	A	
Entry	> 50%	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	paads u	0° - 30° Keeping course	А	30° - 60° Keeping course	В	
Cascade occurs	trim	No	A	No	Ā	
Entry	%0	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	celen	30° - 60° Keeping course	В	30° - 60° Keeping course	В	
Cascade occurs	ac	No	A	No	A	
11. Exiting deep stall (parachutal stall) - 4.4.11						
Deep stall achieved		Yes		Yes		
Recovery	ecovery		А	Spontaneous in less than 3 sec	А	
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 No A		
Cascade occurs		No	A	No		

12. High angle of attack recovery - 4.4.12									
Recovery		Spontaneous in less than 3 sec			А	Spontaneous in	А		
Cascade occurs	No			A	No	A			
13. Recovery from a developed full stall - 4.4.1									
Dive forward angle on exit Collapse	30° - 60° No collapse			B	30° - 60° No collapse	B			
Cascade occurs (other than collapse)	No			А	No	А			
Rocking backward Line tension		Less than 45° Most lines tight			A	Less than 45° Most lines tight	A		
14. Asymmetric collapse (trim speed) - 4.4.14									
Folding lines used	1	No				No	T	1	
Change of course until re-inflation	se	< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re	-inflation		А	Spontaneous re	-inflation		А
Total change of course	trim speed x 50% colls	Less than 360°			А	Less than 360°			А
Collapse on the opposite side occurs Twist occurs	tri nax {	No No			A	No No			A
Cascade occurs		No		1	A	No	1		A
Change of course until re-inflation	se	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re	-inflation		А	Spontaneous re	-inflation		А
Total change of course	n speed, 5% colla	Less than 360° No No No			A	Less than 360° No No			A
Collapse on the opposite side occurs	trim 1ax 75				A				A
Twist occurs Cascade occurs	E				A A	No No			
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	А
	d, apse			10 - 40				10 - 40	
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re	-inflation		A	Spontaneous re-inflation			A
Total change of course Collapse on the opposite side occurs	accel < 50%	Less than 360° No			A	Less than 360° No			A
Twist occurs	max	No			А	No			А
Cascade occurs		No			A	No			A
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
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re	-inflation		А	Spontaneous re	-inflation		А
Total change of course	ccele 75%	Less than 360°			A	Less than 360°	A		
Collapse on the opposite side occurs Twist occurs	a	No No			A	No No			A
Cascade occurs		No			А	No			A
15. Directional control with a maintained asymptotic Able to keep course straight	netric co	llapse - 4.4.15 Yes			A	Yes			А
	Yes			A	Yes			A	
180° turn away from the collapsed side possible in 10 sec 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		
16. Trim speed spin tendency - 4.4.16						A			
Spin occurs		No			А	No			А
17. Low speed spin tendency - 4.4.17 Spin occurs		No			А	No			А
18. Recovery from a developed spin - 4.4.18		-							
Spin rotation angle after release	Stops spinning in less than 90°			А	Stops spinning i	А			
Cascade occurs			No			No	А		
19. B-line-stall - 4.4.19		•							
Change of course before release		Changing course less than 45°			A	Changing course	A		
Behaviour before release		Remains stable with straight span			A	Remains stable	A		
Recovery		Spontaneous in less than 3 sec			А	Spontaneous in	А		
Dive forward angle on exit Cascade occurs		0° - 30°			A	0° - 30° No	A		
20. Big ears - 4.4.20		No			A	No			A
Entry procedure Special device required					А	Special device r	А		
Behaviour during big ears	Stable flight			A	Stable flight	A			
Recovery		Spontaneous in less than 3 sec			A	Spontaneous in	A		
Dive forward angle on exit		0° - 30°			A	0° bis 30°	A		
21. Big Ears in accelerated flight - 4.4.21									
Entry procedure		Special device required			А	Special device r	А		
Behaviour during big ears		Stable flight			A	Stable flight	A		
Recovery		Spontaneous in less than 3 sec			А	Spontaneous in	А		
Dive forward angle on exit		0° - 30°			A	0° bis 30°	A		
Behaviour immediately after releasing the accelarator while maintaining big ears		Stable flight			А	Stable flight	А		
23. Alternative means of directional control - 4	.4.22								
180° turn achievable in 20 sec Yes					А	Yes			А
Stall or spin occurs		No			A	No			A
23. Any other flight procedure and/or configura	ation des	cribed in the use	r's manual - 4.4.	23					
Procedure works as descibed Procedure suitable for novice pilots				NA NA		NA NA			
Cascade occurs					NA				NA
24. Remarks of testpilot:									
l		L				L			