FTR - Flight Test Report

Manufacturer	SKYWALK Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	**Type testing No.**	**EAPR-GS-0645/17**
		serial number	
Model	**Xalps 3 XS**	**Location**	**Stubaital**
Comment			

EAPR Messen | Prüfen | Bewerten

Rev. 2.3 - 15.09.2015

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

Date of testing	**23.05.2017**	
Testpilot	**Pascal Purin**	
Harness	**EAPR Equipment**	
Pilot's take off weight	**90 kg** **70 kg** - **90 kg**	

Range of take off weight

Classification	**D**

Nachprüfung

Test-criteria	Evaluation
24. Remarks of testpilot:	

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Pilot's take off weight	90		

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Classification **D**

Test-criteria		Evaluation	
1. Inflation / take-off - 4.4.1			
Rising behavior		Easy rising, some pilot correction is required	B
Special take off technique required		No	A
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 than 10km/h		Yes	A
Minimum speed		25 km/h to 30 km/h	B
4. Control movement - 4.4.4			
Max. weight in flight up to 80kg			-
Max. weight in flight 80 to 100kg		Increasing 35cm - 45cm	D
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
Collapse occurs		No	A
6. Pitch stability operating controls during accelerated flight - 4.4.6			
Collapse occurs		No	A
7. Roll stability and damping - 4.4.7			
Oscillations		Reducing	A
8. Stability in gentle spirals - 4.4.8			
Tendency to return to straight flight		Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive - 4.4.9			
Initial response of glider (first 180°)		No immediate reaction	B
Tendency to return to straight flight		Spontaneous exit	A
Turn angle to recover normal flight		1080° to 1440°, spontaneous recovery	C
10. Symmetric front collapse - 4.4.10			
Folding lines used		No	
Entry	trim speed ~ 30%	Rocking back less than 45°	A
Recovery	trim speed ~ 30%	Spontaneous in 3 to 5 sec	B
Dive forward angle on exit	trim speed ~ 30%	Dive forward 30° - 60° Entering a turn of less than 90°	B
Cascade occurs	trim speed ~ 30%	No	A
Entry	trim speed > 50%	Rocking back less than 45°	A
Recovery	trim speed > 50%	Spontaneous in 3 to 5 sec	B
Dive forward angle on exit	trim speed > 50%	Dive forward 60° - 90° Entering a turn of less than 90°	D
Cascade occurs	trim speed > 50%	No	A
Entry	accelerated > 50%		-
Recovery	accelerated > 50%		-
Dive forward angle on exit	accelerated > 50%		-
Cascade occurs	accelerated > 50%		-
11. Exiting deep stall (parachutal stall) - 4.4.11			
Deep stall achieved		Yes	
Recovery		Spontaneous in less than 3 sec	A
Dive forward angle on exit		30° - 60°	B
Change of course		Changing course less than 45°	A
Cascade occurs		No	A
12. High angle of attack recovery - 4.4.12			
Recovery			-
Cascade occurs			-
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	90° - 180° Dive or roll angle 60° - 90°	D
Re-inflation behavior		Inflates in less than 3 sec from start of pilot action	C
Total change of course		Less than 360°	A
Collapse on the opposite side occurs		No	A
Twist occurs		No	A
Cascade occurs		No	A
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		Yes	A
180° turn away from the collapsed side possible in 10 sec		Yes	A
Amount of control range between turn and stall or spin		25% to 50% of the symmetric control travel	C
16. Trim speed spin tendency - 4.4.16			
Spin occurs			-
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			NA
Behaviour before release			NA
Recovery			NA
Dive forward angle on exit			NA
Cascade occurs			NA
20. Big ears - 4.4.20			
Entry procedure			-
Behaviour during big ears			-
Recovery			-
Dive forward angle on exit			-
21. Big Ears in accelerated flight - 4.4.21			
Entry procedure			-
Behaviour during big ears			-
Recovery			-
Dive forward angle on exit			-
Behaviour immediately after releasing the accelarator while maintaining big ears			-
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 descibed			NA
Procedure suitable for novice pilots			NA
Cascade occurs			NA