FTR - Flight Test Report

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0644/17	1=1-2
	Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	serial number		Messen Prüfen Bewerten Rev. 2.3 - 26.11.2014
Model	XAlps3 S	Location	Achensee	EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany
Comment		Location	Achensee, Rofan	

se, vervielfältigt werden

Date of testing	04.05.2017	Minimum take o 80 kg	off weight	Maximum take off weight 95 kg		
Testpilot		Mike Küng		Pascal Purin	LA	
Harness		EAPR-Testequipment	t Car	EAPR Testquipment		
Pilot's take off weig	ht	80	kg	95 kg		

Classification	D
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Test-criteria	a		weight	Evaluation	Maximum take off weight		Evaluation
1. Inflation / take-off - 4.4.1							
Rising behavior		Easy rising, some pilot correction is required		В	Easy rising, some pilot correction is required		В
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		1			-		
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		25 km/h to 30 km/h		В	25 km/h to 30 km/h		В
4. Control movement - 4.4.4							
Max. weight in flight up to 80kg				-			-
Max. weight in flight 80 to 100kg		Increasing	45cm - 60cm	С	Increasing	45cm - 60cm	С
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 th	an 30°	А	Dive forward less t	han 30°	А
Collapse occurs		No		A	No		A
6. Pitch stability operating controls during a	ccelerated	flight - 4.4.6					
Collapse occurs	oooloratou	No		A	No		А
7. Roll stability and damping - 4.4.7		110			140		
Oscillations		Reducing		А	Reducing		
		Reducing		A	Reducing		A
8. Stability in gentle spirals - 4.4.8				a			
Tendency to return to straight flight		Spontaneous exit		A	Spontaneous exit		A
9. Behaviour exiting a fully developed spiral	dive - 4.4.						
Initial response of glider (first 180°)		No immediate reacti	ion	В	No immediate reac	В	
Tendency to return to straight flight		Spontaneous exit		A	Spontaneous exit 720° to 1080°, spontaneous recovery		A
Turn angle to recover normal flight		Less than 720°, spo	intaneous recovery	A	720° to 1080°, spo	ntaneous recovery	В
10. Symmetric front collapse - 4.4.10							
Folding lines used		Yes		D	Yes	D	
Entry	~ 30%	Rocking back less th	nan 45°	A	Rocking back less	than 45°	A
Recovery		Spontaneous in 3 to	5 sec	В	Spontaneous in 3 t	o 5 sec	В
Dive forward angle on exit	speed	60° - 90° En	tering a turn of less than 90°	D	60° - 90° K	eeping course	D
Cascade occurs	Ę	No		Ā	No		Ā
Entry	%(Rocking back less the	han 45°	A	Rocking back great	ter than 45°	С
Recovery	speed > 50%	Spontaneous in 3 to	5 sec	В	Spontaneous in 3 t	o 5 sec	В
Dive forward angle on exit			tering a turn of less than 90°	D		eeping course	D
Cascade occurs	ţį	No		A	No		A
Entry	%0%	Rocking back less the	nan 45°	A	Rocking back great	ter than 45°	C
Recovery	rated > 50%	Spontaneous in 3 to		В	Spontaneous in 3 t		В
Dive forward angle on exit	cele		tering a turn of less than 90°	D		eeping course	D
Cascade occurs	ä	No		A	No		A
11. Exiting deep stall (parachutal stall) - 4.4.	.11						
Deep stall achieved		Yes			Yes		
Recovery		Spontaneous in less	s than 3 sec	А	Spontaneous in les	А	
ive forward angle on exit		30° - 60°		В	30° - 60°		В
Change of course Cascade occurs		Changing course 45	° or more	C A	Changing course le	ss than 45°	A

12. High angle of attack recovery - 4.4.12									
Recovery Spontaneous in less than 3 set			ess than 3 sec		A	Spontaneous in	А		
Cascade occurs				A	Spontaneous in less than 3 sec			A	
13. Recovery from a developed full stall - 4.4.1	13	No			A	No			A
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
Collapse		No collapse			A	No collapse			A
Cascade occurs (other than collapse) Rocking backward		No Less than 45°			A	No 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		Yes		1	D	Yes			D
Change of course until re-inflation	ŝ	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation			А	Spontaneous re	inflation		А
Total change of course	trim speed < 50% colla	Less than 360°			A	Less than 360° No			A
Collapse on the opposite side occurs	trin ax 5	No			A				А
Twist occurs Cascade occurs	E	No No			A	No No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	45° - 60°	c	90° - 180°	Dive or roll angle	60° - 90°	D
change of course until re-initiation	esd	30 - 100	Dive of foil angle	43 - 00	C	30 - 180	Dive of foil angle	00 - 30	D
Re-inflation behavior	trim speed, max 75% collapse	Spontaneous re-i	nflation		A	Spontaneous re	-inflation		A
Total change of course	m sp 75%	Less than 360°			A	Less than 360°			А
Collapse on the opposite side occurs Twist occurs	nax	No No			A A	No No			A
Cascade occurs	L	No			A	No			A
Change of course until to inflation		000 1800	Dive or roll angle	150 450	P	00% 100%	Dive or roll angle	45% 00%	6
Change of course until re-inflation	bse .	90° - 180°	Uive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-i	nflation		А	Spontaneous re	inflation		А
Total change of course	selen 0% c	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	aci lax 5	No			A	No			A
Twist occurs Cascade occurs	E	No No			A	No No			A
Change of course until re-inflation		90° - 180°	Dive or roll angle	60° - 90°	D	90° - 180°	Dive or roll angle	60° - 90°	D
change of course until te initiation	accelerated, max 75% collapse	30 100	Dive of foir difgie	00 50	D	30 100	bive of foil angle	00 50	D
Re-inflation behavior	colla	Spontaneous re-i	nflation		A	Spontaneous re	-inflation		A
Total change of course	cele 75%	Less than 360°			A	Less than 360°			А
Collapse on the opposite side occurs Twist occurs	ac	No No			A	No No			A
Cascade occurs	-	No			A	No			A
15. Directional control with a maintained asymmetry	metric co	llapse - 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 s	spin	25% to 50% of the symmetric control travel			С	25% to 50% of the symmetric control travel			С
									•
40 7									
16. Trim speed spin tendency - 4.4.16		No				No			
Spin occurs		No			Α	No			А
		No No			A	No			A
Spin occurs 17. Low speed spin tendency - 4.4.17									
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs			90° to 180°				n 90° to 180°		
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release		No	90° to 180°		A C	No	n 90° to 180°		A C
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18		No Stops spinning in	90° to 180°		A	No Stops spinning in	n 90° to 180°		A
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs		No Stops spinning in	90° to 180°		A C	No Stops spinning in	n 90° to 180°		A C
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19		No Stops spinning in	90° to 180°		A C A	No Stops spinning in	n 90° to 180°		A C A
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 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		No Stops spinning in	90° to 180°		C A NA NA	No Stops spinning in	n 90° to 180°		C A NA NA
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 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		No Stops spinning in	90° to 180°		C A NA NA NA	No Stops spinning in	n 90° to 180°		C A NA NA NA
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 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		No Stops spinning in	90° to 180°		C A NA NA	No Stops spinning in	n 90° to 180°		C A NA NA
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. Brine-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit		No Stops spinning in	90° to 180°		C A NA NA NA	No Stops spinning in	n 90° to 180°		A C A NA NA NA
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 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		No Stops spinning in No			A C A NA NA NA NA	No Stops spinning i No			C A NA NA NA NA NA
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. Brine-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		No Stops spinning in No Standard techniqu			A C A NA NA NA NA A	No Stops spinning in No Standard technic			A C A NA NA NA NA A
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. Brine-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 Behaviour during big ears		No Stops spinning in No Standard techniqu Stable flight	ue		A C A NA NA NA NA A A A	No Stops spinning i No Standard technic Stable flight	que		A C A NA NA NA NA A A A
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 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 Behaviour during big ears Recovery		No Stops spinning in No Standard techniqu Stable flight Spontaneous in 3	ue		A C A NA NA NA NA A A B	No Stops spinning in No Standard technic Stable flight Spontaneous in	que		A C A NA NA NA NA A A A B
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 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 Behaviour during big ears Recovery Dive forward angle on exit		No Stops spinning in No Standard techniqu Stable flight	ue		A C A NA NA NA NA A A A	No Stops spinning i No Standard technic Stable flight	que		A C A NA NA NA NA A A A
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Charge of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 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		No Stops spinning in No Standard techniqu Stable flight Spontaneous in 3 0° - 30°	ue li to 5 sec		A C A NA NA NA A A B A	No Stops spinning i No Standard technic Stable flight Spontaneous in 0° bis 30°	que 3 to 5 sec		C A A NA NA A A A A A
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-tine-stall - 4.4.19 Charge of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 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		No Stops spinning in No Standard techniqu Stable flight Spontaneous in 3 0° - 30°	ue li to 5 sec		A C A NA NA NA A A A A A	No Stops spinning i No Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic	que 3 to 5 sec		A C A NA NA NA A A B A A
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 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 Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21		No Stops spinning in No Stops spinning in No Standard techniqu Stable flight Spontaneous in 3 0° - 30° Standard techniqu Stable flight	ue B to 5 sec		A C A NA NA NA NA A A A A A A A A	No Stops spinning i No Standard technic Stable flight Spontaneous in 0° bis 30°	que 3 to 5 sec		C A A NA NA A A A A A
Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Cascade occurs 19. B-tine-stall - 4.4.19 Charge of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 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		No Stops spinning in No Standard techniqu Stable flight Spontaneous in 3 0° - 30°	ue B to 5 sec	ess than a further	A C A NA NA NA A A A A A	No Stops spinning i No Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic	que 3 to 5 sec		A C A NA NA NA A A B A A
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Spin occurs 17. Low speed spin tendency - 4.4.17 Spin occurs 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 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 Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears	1.4.22	No Stops spinning in No Stops spinning in No Standard techniqu Stable flight Spontaneous in 3 0° - 30° Standard techniqu Stable flight Recovery through 3 sec 0° - 30° Stable flight Yes No	ue 3 to 5 sec ue		A C A NA NA NA NA A A A A A A A A A A A A A	No Stops spinning in No Standard technic Stable flight Spontaneous in 0° bis 30° Standard technic Stable flight Spontaneous in 0° bis 30° Stable flight Yes	que 3 to 5 sec		C A A NA NA NA A A A A A A A A A A A A A
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