PRO GUIDE

/ CHILI6

CONTENT

1 INTRODUCTION

Welcome to skywalk!
Congratulations on the purchase of your new CHILI6 and thank you for your trust in us and in our products. In this manual you will find product-specific information that will help you quickly get to know your new paraglider to ensure your fun for a long time. General information about the most important safety-relevant points for handling your paraglider can be found in the attached „BASIC GUIDE".

We are always open for questions, comments or critique and are happy to provide you at any time with further information!

Edition 1.0/07_26
The latest version of the manual can be found on
www.skywalk.info

Your skywalk Team
PURE PASSION FOR FLYING

2 DESCRIPTION

Our goal with the CHILI6 was to develop a wing that helps pilots fly better. Its high profile stability reduces the need for corrective inputs in turbulence without filtering out important feedback from the air mass.
Instead of constantly having to manage the wing, you receive exactly the information you need to fly actively, detect thermals early, and make well-informed, safe decisions. This builds confidence, reduces stress, and gives you the freedom to focus on the key elements of successful cross-country flying: choosing the best line, finding the next thermal, and executing the right strategy.

PILOT REQUIREMENTS

The CHILI6 is ideally suited for ambitious thermal and cross-country pilots, as well as for pilots stepping up from lower-classified wings, thanks to its high performance potential and forgiving flight characteristics.
The CHILI6 is not suitable for beginner pilots or infrequent flyers.

SCOPE OF DELIVERY

The CHILI6 comes standard with inner bag, compression strap, riser bag and "BASIC GUIDE".

3 TECHNICAL DATA

Size	**75**	**85**	**95**	**105**	**115**	**125+**
Cell number	62					
Area flat (m²)	20.80	22.40	24.25	26.00	27.72	29,64
Wingspan flat (m)	10.89	11.30	11.76	12.17	12.57	13,00
Aspect ratio flat	5.70					
Area projected (m²)	17.65	19.01	20.58	22.07	23.53	25,16
Wingspan projected (m)	8.70	9.00	9.40	9.73	10.05	10,39
Aspect ratio projected	4.29					
max. profile depth (cm)	233	242	252	261	269	279
Middle line length without risers (m)	5.99	6.24	6.49	6.83	7.07	7,33
Line consumption (m)	229	238	248	257	266	275
Weight (kg)	4.10	4.30	4.60	4.80	5.10	5,40
Take-off weight, certified from-to (kg)	55-75	65-85	75-95	85-105	95-115	105-130
Take-off weight, recomm. from-to (kg)	55-75	65-85	75-95	85-105	95-115	105-125
Winch certified	yes					
JET FLAP Technology	yes					
Paramotor homologation	no					
Accelerator	yes					
Maximum speed bar travel (mm)	160	160	180	180	180	180
Brake line travel max. (cm)	57	59	62	65	68	71
Trimmers	no					
Number of seats	1					

4 LINE SYSTEM

The layout of the suspension points is designed for optimal load distribution and a long lifespan. With all considerations and calculations however, our focus is always on safety. The mix of materials used on the lines of the CHILI6 is an ideal combination of durability, low stretch and low drag.
The skywalk CHILI6 has 3 A-, 3 B-, 2 C-, and 1 stabilo line. The main-stabilo is connected with the B-riser. The brake lines are not load-bearing and lead from the trailing edge over the main brake lines through the brake pulleys on the C-risers to the brake handles.
A marking on the main brake line indicates the position of the handle attachment.
This setting should not be lengthened, for example, to provide more brake travel in extreme flight situations or during landing, nor shortened such that the glider is flown constantly with some brake on.

To provide a better overview and to make sorting easier, the lines have different colors:

- → the A-lines and the A-risers are red.
- → the B-lines are yellow.
- → the C-lines are blue.
- → the stabilo lines are orange.
- → the brake lines are orange.

A plastic insert integrated into the shackles prevents the looped lines from shifting and provides additional protection against accidental opening of the shackles.

The skywalk CHILI6 has 4 risers per side:

- → The two inner A-main lines are connected to the front A-riser, while the outer A-line is connected to the rear A-riser.
- → the B-lines as well as the stabilo lines lead to the B-riser.
- → the C-lines lead to the C-riser.

5 ACCELERATION SYSTEM

The skywalk CHILI6 can be equipped with a foot-operated acceleration system.
The acceleration system effects the A- and B-risers. Exact lengths of the accelerated risers can be found on page 12.

SPEED CONTROL

The system allows the pilot to even out turbulence, speed and pitch while flying on speedbar without having to release the speed bar. A strap connects the C-riser to the pulley on the B-riser. To use the SPEED CONTROL, grab the C-riser above the strap and pull the riser downward. Only pull so far that the line shackles on the rear riser don't drop below the line shackles on the A-riser.

A schematic drawing of the risers as well as the functionality of the SPEED CONTROL can be found on page 12.
Any other adjustable, removable or variable devices are not available.

WHEN FLYING AT TRIM SPEED, THE SPEED CONTROL SHOULD ONLY BE USED FOR STEERING THE GLIDER IN CASE OF EMERGENCY. MAKE SURE THAT THE C-RISER IS NOT PULLED DOWN INDIVIDUALLY, IT IS ESSENTIAL THAT THE ENTIRE SYSTEM IS ACTUATED.

6 FLIGHT TECHNIQUES AND CHARACTERISTICS

WINCHTOWING

The skywalk CHILI6 is suited for winch towing. Make sure that you only use certified winches and that you climb from the ground at a flat angle.
The pilot must have had proper towing instruction and must ensure that the winch operator has had proper training that includes paragliders. When launching on a winch, always fly with a lot of feeling and don't brake too much as your glider will already have an increased angle of attack. We recommend the use of a towing adapter.

FLYING WITH A MOTOR

Currently, the CHILI6 has no certification for flying with a motor. You can find out the current status of motor certification at any dealer or importer, or by asking skywalk directly.

You can find further information on practices and characteristics of flying in the enclosed „BASIC GUIDE".

7 DESCENT TECHNIQUES

BIG EARS

In contrast to the spiral dive, with big ears your forward speed is higher than your sink speed. This descent method is used to quickly leave dangerous areas in a desired horizontal direction. The danger of canopy disturbances in turbulent air is greatly reduced with big ears.
Proceed as follows (according to DHV teaching instructions):

- → Step on the speed bar half-way, grab the outer A-lines - which are suspended on a separate A-riser -above the line shackles with your palms facing outward and pull the lines down.
- → Now press the speed bar all the way. Keep the brake handles and the outer A-lines in your hands during the maneuver.
- → Check the symmetry of the collapsed glider.
- → To recover, release the A-lines. The glider usually will reinflate by itself.
- → As soon as the glider is fully open, release the speed bar.
- → To speed up reinflation, pull lightly on the brakes. Another proven technique is to first re-inflate one side of the glider, then the other. This can reduce the risk of a stall.

Examples:

- → If the pilot is surprised near a summit with little ground clearance by strong wind or a thundercloud, neither a B-stall nor a spiral dive can help.
- → If the pilot is stuck in very strong lift, it is advisable to exit the lift band with the use of big ears and to find sinking air in which to lose altitude.

B-LINE STALL
Due to its 2.5-line configuration, performing a B-stall is not recommended on the CHILI6. For a rapid descent, we recommend using big ears or a spiral dive.

You can find further information about descent techniques in the enclosed "BASIC GUIDE".

8 EXTREME FLIGHT

ASYMMETRIC COLLAPSE
The CHILI6 features a highly stable profile, contributing to excellent canopy stability and forgiving flight characteristics. As a result, asymmetric collapses in real flying conditions are generally very moderate.
When simulating asymmetric collapses, the A-risers must be pulled down slowly and in a controlled manner until the outermost A-main line becomes unloaded and the wingtip collapses. If the A-risers are pulled down too quickly, the canopy may reopen dynamically after release and surge significantly forward. This can lead to a so-called snap collapse.
Particular caution is required in accelerated flight. Abrupt or aggressive inputs must be avoided. Simulation of asymmetric collapses at full speed is not recommended with the CHILI6. Due to the 2.5-line concept and the high canopy stability, the correct initiation of the maneuver is demanding and should only be performed by experienced pilots.

FULL STALL
For initiating a full stall, we recommend using a 2-stage stall technique.
The airflow separates evenly across the entire span, resulting in a predictable and forgiving stall behavior.

You can find further information about extreme flight in the enclosed "BASIC GUIDE"

9 MATERIALS

The skywalk CHILI6 is manufactured from the highest quality materials. skywalk has selected the best possible combination of materials with regard to resilience, weight and longevity. We are aware that the durability of the glider is a deciding factor in the pilot's satisfaction.

WINGS AND RIBS

Upper sail:	Dominico TX-Light
Lower sail:	Dominico TX-Light
Ribs:	Porcher Skytex 40 hard, Dominico TX-Light hard

LINES

Main lines:	Edelrid 8001U - 280/230/190/130
Middle lines:	Edelrid 8001U - 190/130/90/50
Top lines:	Edelrid 8001U - 90/70/50
Brake lines:	Liros DFLP 200/32, PPSL 120; Edelrid 8001U - 70/50

RISERS	PULLEYS	SHACKLES
Güth & Wolf 12mm webbing	Ronstan ball bearing	Jootech

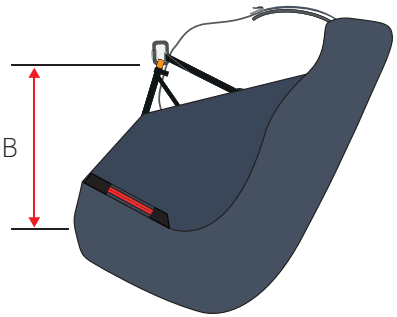
10 HOMOLOGATION

The CHILI6 is certified to LTF and EN926-1, EN926-2 in the category B.
The CHILI6 is defined as a lightweight sport aircraft with an empty weight of less than 120 kg in the paraglider category. The many homologation tests are the last hurdle in the development of a skywalk paraglider. The homologation test flights only take place when the test team is completely happy with the glider development.

We remark that the certification results will differ during flight in thermals or turbulent air. The homologation informs solely regarding the paraglider performance during extreme-flight-maneuvers performed in stable air conditions. These extreme-flight-maneuvers during the homologation process should thus not be over-valued.
Remember that certification maneuvers were carried out with a harness in the group GH with a carabiner distance (middle to middle) of 40-48 cm. If another harness is used, the glider may display flight characteristics that differ from those in the description.

HARNESS MEASUREMENTS DURING THE TEST FLIGHTS

Width of harness attachment points



Height of harness attachment points

Total weight in flight (kg)	< 80	80-100	> 100
Width (cm-measurement ‚A')	40 ± 2	44 ± 2	48 ± 2
Height (cm-measurement ‚B')	40 ± 1	42 ± 1	44 ± 1

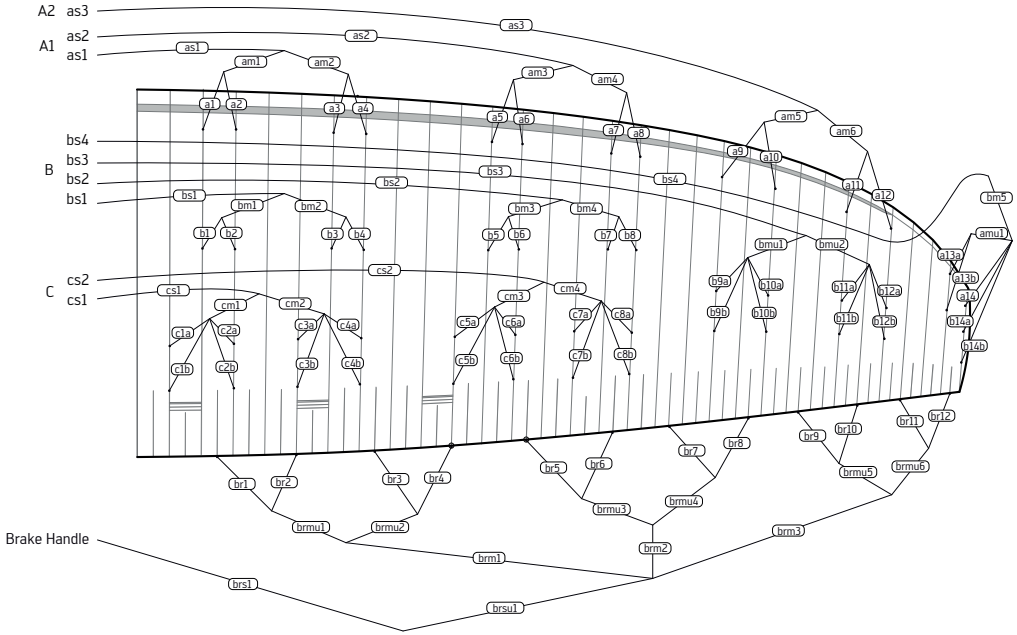
11 CLOSING WORDS

The skywalk CHILI6 is at the pinnacle of paraglider development in the market for high end intermediate gliders and shows what is possible regarding performance, safety and innovation.
It cost us a lot of time to develop this glider, but it was also a lot of fun.
In this development we recognize the challenge of making the right product for every area and individual taste. We are pleased if you notice this during your first flight and if you feel a certain unity with your glider from the very beginning.
The CHILI6 will provide you with plenty of joy over many years if you treat it and care for it properly. Respect for the demands and dangers of our sport are essential for successful and beautiful flights.
Even the safest paraglider can be dangerous due to misjudgments of meteorological conditions or pilot error. Always remember that flying sports are potentially risky and that you are responsible for your own safety. We advise you to fly carefully and to respect laws in the interest of our sport, because every pilot always flies at his or her own risk!

WE WISH YOU A LOT OF FUN WITH YOUR NEW GLIDER AND ALWAYS HAPPY LANDINGS!!
Your skywalk Team

12 LINE SCHEMATIC

This line schematic is only for illustration purposes.



13 LINE LENGTH

The total line length has to be measured under a tension of 50N. The difference between the measured length and the original length should not exceed ± 10mm.
Compliance of the test sample's suspension lines, brake lines and risers were checked by the testing laboratory after the test flights were completed.

Total line length and single line length CHILI6 size 75, 85, 95, 105, 115 and 125+
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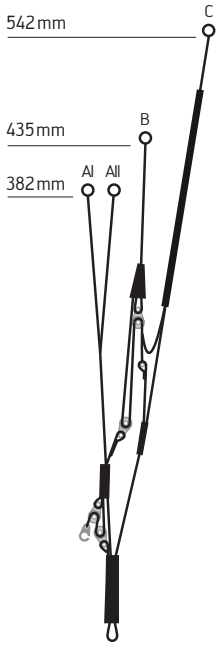
14 RISERS

The difference between the measured riser lengths and the original riser lengths should not exceed ± 5mm.

CHILI6, size 75 and 85:

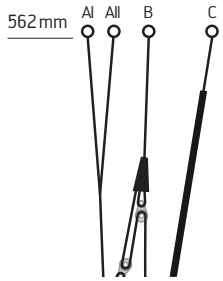
Trim speed



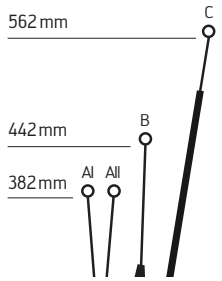
Accelerated flight

SPEED CONTROL

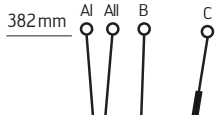
CHILI6, size 95, 105, 115 and 125+



Trim speed

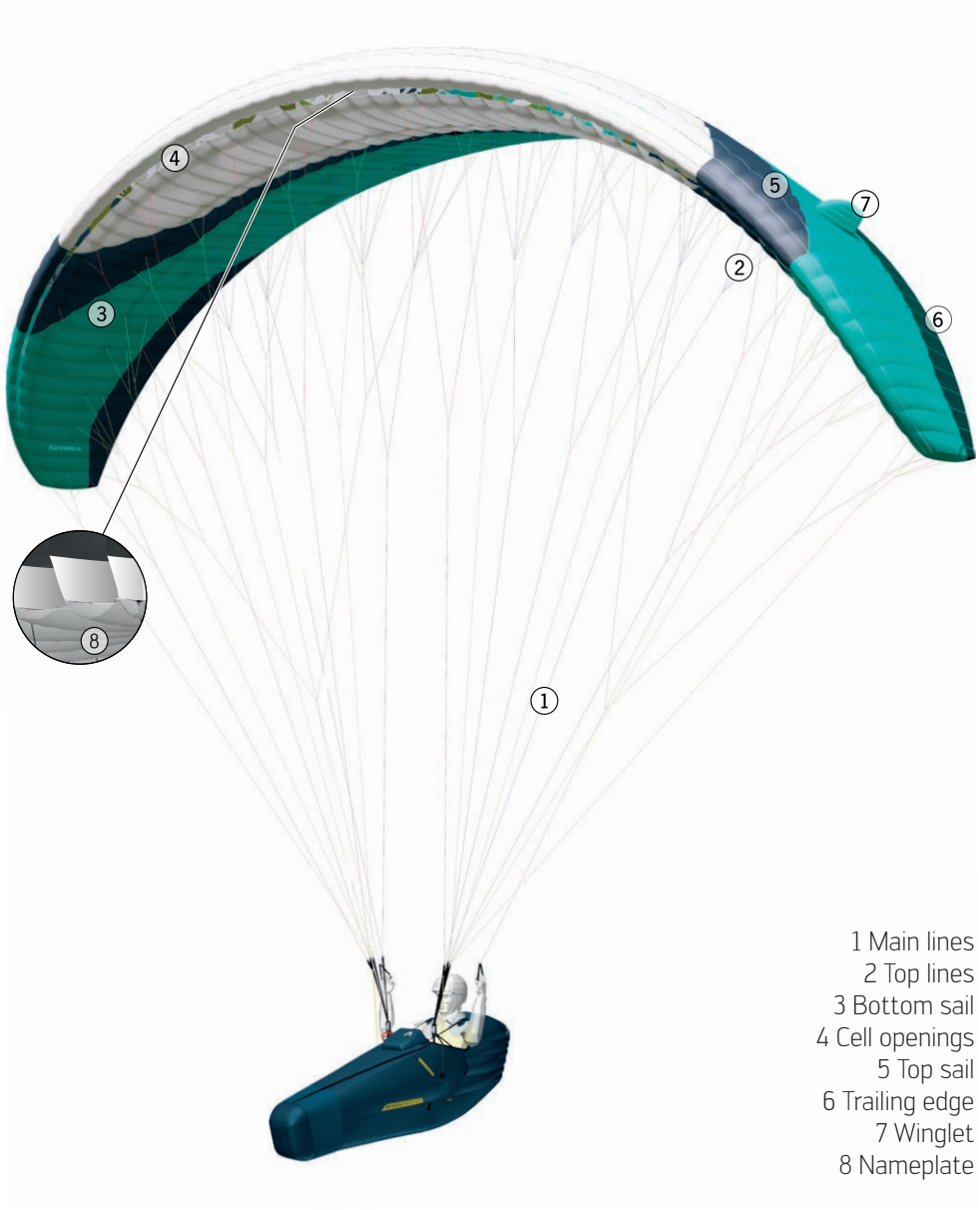


Accelerated flight



SPEED CONTROL

15 OVERVIEW GLIDER



1 Main lines
2 Top lines
3 Bottom sail
4 Cell openings
5 Top sail
6 Trailing edge
7 Winglet
8 Nameplate

16 TEST PROTOCOL

Date:	
Customer, Name:	
Adress:	Phone:

Glider:	Size:	Serial number:
Type certificate number:		Date of last check:
Date of first flight:	Year of construction:	

Accomplished checking:	Results [+/–]:	Description of failure:	Suggested repairs:
Identification:	+ -		
Visual check of canopy:			
Upper surface:	+ -		
Lower surface:	+ -		
Profiles:	+ -		
Line flares:	+ -		
Leading edge:	+ -		
Trailing edge:	+ -		
Crossports:	+ -		
Visual check of lines:			
Seams:	+ -		
Abrasion spots:	+ -		
Core withdrawals:	+ -		
Visual check of connectionparts:			
Suspension line screw locks:	+ -		
Risers:	+ -		
Length measurement:			
Risers:	+ -		
Lines:	+ -		
Examinations of the canopy:			
Firmness of canopy:	+ -		
Porosity:	+ -		

Examinations of the lines:

Firmness of main lines: ☐ ☐ ☐ ☐ ☐ daN

	Results [+/–]:	Description of failure:	Suggested repairs:
Visual check of trimming:	+ -		
Checkflight necessary?	+ -		
Type certificate patch?	+ -		
Identification plate?	+ -		

Condition:

- ☐ New
- ☐ Very good condition
- ☐ Good condition
- ☐ Well used
- ☐ Heavily used, but within homologation standards, frequent checks required
- ☐ No longer airworthy, outside of the limit values.

Repairs made?:

Signature of tester:	Date:
Name of tester:	Firm stamp:

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