## FTR - Flight Test Report

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

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0520/16	
	Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	serial number	Proto	
Model	Spice XXS	Lagation	Achensee	
Comment		Location	Gardasee	



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

Date of testing	19.04.2016	Minimum take off w 60 kg	reight	Maximum take off weight 85 kg		
Testpilot		Sepp Bauer		Mike Küng		
Harness		EAPR- Lightequipment		EAPR-Testequipment		
Pilot's take off weigh	it	60 kg		85 kg		





Test-criteria	st-criteria		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	Α	No	Α	
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	A	Yes	A	
Speed range using the controls larger than 10km/h		Yes	A	Yes	A	
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α	
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 -	4.4.5					
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 a	ccelerated	flight - 4.4.6				
Collapse occurs		No	A	No	A	
7. Roll stability and damping - 4.4.7		140		NO		
		I Building		D. L. C.		
Oscillations		Reducing	Α	Reducing	Α	
8. Stability in gentle spirals - 4.4.8						
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α	
9. Behaviour exiting a fully developed spiral	dive - 4.4.					
nitial response of glider (first 180°)		No immediate reaction	В	No immediate reaction	B A	
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit		
Turn angle to recover normal flight		Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α	
10. Symmetric front collapse - 4.4.10						
Folding lines used				No		
Entry	~ 30%	Rocking back less than 45°	Α	Rocking back less than 45°	A	
Recovery	- paeds	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	- i	30° - 60° Keeping course	В	30° - 60° Entering a turn of less than 90°	В	
Cascade occurs Entry		No Booking book loss than 45°	A	No Booking book loss than 45°	A	
Recovery	%09 < p	Rocking back less than 45°  Spontaneous in less than 3 sec	A	Rocking back less than 45°  Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	peeds	30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of less than 90°	В	
	Ē.	No	A	No	A	
Cascage occurs	_	Rocking back less than 45°	A	Rocking back less than 45°	A	
Cascade occurs Entry	28					
	ated > 50%	Spontaneous in less than 3 sec	Α	Spontaneous in 3 to 5 sec	В	
Entry			A B	Spontaneous in 3 to 5 sec  30° - 60° Entering a turn of less than 90°	В	
Entry Recovery	accelerated > 50%	Spontaneous in less than 3 sec		•	_	
Entry  Recovery  Dive forward angle on exit  Cascade occurs  11. Exiting deep stall (parachutal stall) - 4.4.	accelerated>	Spontaneous in less than 3 sec  30° - 60° Entering a turn of less than 90°  No	В	30° - 60° Entering a turn of less than 90° No	В	
Entry Recovery Dive forward angle on exit Cascade occurs	accelerated>	Spontaneous in less than 3 sec  30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of less than 90°	В	
Entry  Recovery  Dive forward angle on exit  Cascade occurs  11. Exiting deep stall (parachutal stall) - 4.4  Deep stall achieved  Recovery	accelerated>	Spontaneous in less than 3 sec  30° - 60° Entering a turn of less than 90° No  Yes  Spontaneous in less than 3 sec	B A	No Entering a turn of less than 90° No Yes Spontaneous in less than 3 sec	B A	
Entry  Recovery  Dive forward angle on exit  Cascade occurs  11. Exiting deep stall (parachutal stall) - 4.4.  Deep stall achieved	accelerated>	Spontaneous in less than 3 sec  30° - 60° Entering a turn of less than 90° No  Yes	B A	30° - 60° Entering a turn of less than 90° No	B A	

12. High angle of attack recovery - 4.4.12									
Recovery		Spontaneous in less than 3 sec			А	Spontaneous in	А		
•	Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A		
Cascade occurs  13. Recovery from a developed full stall - 4.4.1	13	NO			А	INO			А
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
apse		No collapse			Α	No collapse			Α
ascade occurs (other than collapse) ocking 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		No				No	•		
Change of course until re-inflation	apse	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior  Total change of course	trim speed, max 50% collapse	Spontaneous re-inflation			A	Spontaneous re-inflation  Less than 360°			A
Collapse on the opposite side occurs	x 50	Less than 360° No No		A	No No			A	
Twist occurs	E E			Α	No			Α	
Cascade occurs		No			A	No			A
Change of course until re-inflation	trim speed, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	trim speed x 75% colla	Spontaneous re-	Spontaneous re-inflation		Α	Spontaneous re-inflation			Α
Total change of course	im s 75%	Less than 360° No			A	Less than 360°			A
Collapse on the opposite side occurs Twist occurs	t max	No			A	No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	Φ	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 50% collapse	Spontaneous re-	inflation	l	Α	Spontaneous re	-inflation		А
Total change of course	accelerated, ıx 50% collap	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	acc ax 5(	No			Α	No			Α
Twist occurs  Cascade occurs	٤	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	45° - 60°	C
	accelerated, max 75% collapse			45' - 60'				45' - 60'	-
Re-inflation behavior	erate % col	Spontaneous re-	Inflation		A	Spontaneous re	-inflation		A
Total change of course  Collapse on the opposite side occurs	1000el	Less than 360° No			A	Less than 360°  No No			A
Twist occurs	ma <sub>8</sub>	No			A				A
Cascade occurs		No			Α	No			Α
15. Directional control with a maintained asym	metric col					LVaa			
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		25% to 50% of the symmetric control travel		С	25% to 50% of the symmetric control travel			С
16. Trim speed spin tendency - 4.4.16 Spin occurs		No			А	No			А
17. Low speed spin tendency - 4.4.17		110				110			, , ,
Spin occurs		No			Α	No			Α
18. Recovery from a developed spin - 4.4.18									
Spin rotation angle after release	Spin rotation angle after release		Stops spinning in less than 90°		Α	Stops spinning in less than 90°			Α
Cascade occurs		No		Α	No			Α	
19. B-line-stall - 4.4.19		Changing course	loop than 45°		A	Changing course	a loss than 45°		A
Behaviour before release	Change of course before release  Rehaviour before release		Changing course less than 45°  Remains stable with straight span		A	Changing course less than 45°  Remains stable with straight span			A
Recovery			Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			Α
Dive forward angle on exit	•		0° - 30°		A	30° - 60°			A
Cascade occurs		No So		A	No			A	
20. Big ears - 4.4.20		•							
Entry procedure	Entry procedure		Standard technique		Α	Standard technique			Α
Behaviour during big ears		Stable flight		A	Stable flight			A	
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			Α	
Dive forward angle on exit		0° - 30°		А	0° bis 30°			А	
21. Big Ears in accelerated flight - 4.4.21									
Entry procedure		Standard technique		Α	Standard technique			Α	
Behaviour during big ears		Stable flight		Α	Stable flight			Α	
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in 3 to 5 sec			Α	
Dive forward angle on exit		0° - 30°		Α	0° bis 30°			Α	
Behaviour immediately after releasing the accelarator while maintaining big ears		Stable flight		Α	Stable flight			Α	
23. Alternative means of directional control - 4	1.4.22								
180° turn achievable in 20 sec		Yes		Α	Yes			Α	
Stall or spin occurs		No			А	No			Α
23. Any other flight procedure and/or configura	ation desc	cribed in the user	's manual - 4.4.	23					
Procedure works as descibed  Procedure suitable for novice pilots					NA NA				NA NA
Cascade occurs	<u> </u>			NA				NA NA	
24. Remarks of testpilot:									
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