FTR - Flight Test Report

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0555/16	JE122
	Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	serial number	LX 58 - M	Messen Prüfen Bewerten Rev. 2.3 - 26.11.2014
Model	Chili 4 M	Location	Schruns	EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany
Comment		Location	Rofan, Achensee	

se, vervielfältigt werden

Date of testing	01.10.2016	Minimum take off weight 95 kg			Maximum take off weight 115 kg			
Testpilot		Tschofen Johannes	;	1	Anselm Rauh		and a	
Harness		EAPR			EAPR		des P	
Pilot's take off weig	nt	95	kg	and a	115	kg	ANITE A	

Classification B



Test-criteria	Minimum take off weight	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	A	Yes	А	
Speed range using the controls larger than 10km/h	Yes	A	Yes	A	
			Less these OF Less/h		
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A	
4. Control movement - 4.4.4					
Max. weight in flight up to 80kg		-			
Max. weight in flight 80 to 100kg		-		-	
Max. weight in flight greater than 100kg	Increasing >65 cm	А	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°	А	
Collapse occurs	No	Â	No	A	
6. Pitch stability operating controls during accelera					
Collapse occurs	No	А	No	А	
	NO	A	NO	A	
7. Roll stability and damping - 4.4.7	1				
Oscillations	Reducing	A	Reducing	A	
8. Stability in gentle spirals - 4.4.8					
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A	
9. Behaviour exiting a fully developed spiral dive -	4.4.9				
Initial response of glider (first 180°)	No immediate reaction	В	No immediate reaction	В	
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	А	
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A	
10. Symmetric front collapse - 4.4.10					
Folding lines used	No		No		
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А	
Dive forward angle on exit	0° - 30° Keeping course	А	0° - 30° Keeping course	А	
Cascade occurs	No	A	No	A	
	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	Rocking back less than 45° Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А	
	0° - 30° Entering a turn of less than 9	D° A	30° - 60° Keeping course	В	
Cascade occurs	No	A	No	A	
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	Hocking back less than 45° Spontaneous in less than 3 sec 30° - 60° Entering a turn of less than 90	А	Spontaneous in less than 3 sec	А	
Dive forward angle on exit	30° - 60° Entering a turn of less than 90	D° B	30° - 60° Keeping course	В	
Cascade occurs	No No	А	No	А	
11. Exiting deep stall (parachutal stall) - 4.4.11					
Deep stall achieved	Yes		Yes		
•					
Recovery	Spontaneous in less than 3 sec	A	Spontaneous in less than 3 sec		
Dive forward angle on exit	0° - 30°	A	0° - 30°	А	
Change of course	Changing course less than 45°	A	Changing course less than 45°	А	
Cascade occurs	No	А	No	А	

Description Description A Spectration in hers from 3 mc A Spectration in hers from 3 mc A Spectration in hers from 3 mc A 13. Recently non developed in all - 4.43 Total - 4.44 Total - 4.43 Total - 4.43 </th <th>12. High angle of attack recovery - 4.4.12</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	12. High angle of attack recovery - 4.4.12										
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