## FTR - Flight Test Report

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0581/16	
	Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	serial number	LX-58 XS	
Model	Chili 4 XS	Location	Gardasee	
Comment		Location	Gardasee	



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

Date of testing	30.10.2016	Minimum take 70 kg	•	Maximum take off weight 95 kg			
Testpilot		Mike Küng		Pascal Purin			
Harness		EAPR-Testeuipmen		EAPR-Testequipment			
Pilot's take off weigh	t	70	kg	93 kg			

Classification

В



Fest-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.4.1					
Rising behavior		no pilot correction required	Α	no pilot correction required	Α
Special take off technique required		No	Α	No	Α
2. Landing - 4.4.2		110	, ,,	1.0	
Special landing technique required		No	Α	No	A
3. Speeds in straight flight - 4.4.3		140	A	INO	A
		Yes		Ly	
Trim speed more than 30km/h			Α	Yes	Α
Speed range using the controls larger than 10km/	h	Yes	Α	Yes	Α
Minimum speed		Less than 25 km/h	than 25 km/h A 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 > 60cm	Α	Increasing > 60cm	Α
Max. weight in flight greater than 100kg			-		-
5. Pitch stability exiting accelerated flight - 4.	4.5	<b>'</b>			
Dive forward angle on exit	Dive forward angle on exit		Α	Dive forward less than 30°	Α
Collapse occurs		No	Α	No	Α
6. Pitch stability operating controls during acc	elerated	flight - 4.4.6			
Collapse occurs		No A No		No	Α
7. Roll stability and damping - 4.4.7					
Oscillations		Reducing	Α	Reducing	А
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 d	ive - 4.4.				
Initial response of glider (first 180°)	nitial response of glider (first 180°)		В	No immediate reaction	В
Tendency to return to straight flight	endency to return to straight flight		Α	Spontaneous exit	Α
Turn angle to recover normal flight		Less than 720°, spontaneous recovery  A Less than 720°, spontaneous recovery		Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse - 4.4.10					
Folding lines used		No		No	
Entry	30%	Rocking back less than 45°	less than 45°  A Rocking back less than 45°		Α
Recovery	€ ~ peeds	Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit	8 8	0° - 30° Entering a turn of less than 90°	Α	30° - 60° Entering a turn of less than 90°	В
Cascade occurs	trim	No	Α	No	Α
Entry	> 50%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	3 < peeds	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	Α
Dive forward angle on exit		30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of less than 90°	В
Cascade occurs	trim	No	Α	No	Α
Entry	> 50%	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	ated > 5	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В
Dive forward angle on exit	celen	30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of less than 90°	В
Cascade occurs	ac	No	Α	No	Α
11. Exiting deep stall (parachutal stall) - 4.4.1	1				
Deep stall achieved		Yes		Yes	
Recovery		Spontaneous in less than 3 sec	Α	Spontaneous in less than 3 sec	Α
Dive forward angle on exit		30° - 60°	В	30° - 60°	В
Change of course		Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs		No	Α	No	Α

12. High angle of attack recovery - 4.4.12										
ecovery		Spontaneous in less than 3 sec			Α	Spontaneous in less than 3 sec			А	
Cascade occurs		No		Α	No			Α		
13. Recovery from a developed full stall - 4.4.13		110								
Dive forward angle on exit		30° - 60°			В	30° - 60°			В	
Collapse Cascade occurs (other than collapse)		No collapse No			A	No collapse No			A	
Rocking backward		Less than 45°			A	Less than 45°			A	
Line tension		Most lines tight			Α	Most lines tight			А	
14. Asymmetric collapse (trim speed) - 4.4.14		No				No				
Folding lines used		< 90°		15° - 45°		< 90°	Dive or roll angle	150 450	_	
Change of course until re-inflation	bse	< 90°	Dive or roll angle	15" - 45"	Α	< 90°	Dive or roll angle	15° - 45°	Α	
Re-inflation behavior	trim speed, max 50% collapse	Spontaneous re-inflation			Α	Spontaneous re	-inflation		Α	
Total change of course	trim speed x 50% colla	Less than 360°			Α	Less than 360°			Α	
Collapse on the opposite side occurs Twist occurs	- Tax	No No			A	No 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	trim speed, max 75% collapse	Coortonoous ro	inflation		^	Caantanaaya ra	inflation		Α	
	trim speed x 75% colls	Spontaneous re-inflation		A	Spontaneous re-inflation					
Total change of course Collapse on the opposite side occurs	trim × 75	Less than 360°		A	Less than 360° No			A		
Twist occurs	па	No			Α	No			Α	
Cascade occurs		No			Α	No			Α	
Change of course until re-inflation	Φ	90° - 180°	Dive or roll angle	15° - 45°	В	< 90°	Dive or roll angle	15° - 45°	Α	
	accelerated, max 50% collapse	Coonto	inflation	<u> </u>	^	Coortesses	inflation	l	^	
Re-inflation behavior	accelerated, x 50% colla	Spontaneous re Less than 360°	-milation		A	Spontaneous re	r-milation		A	
Total change of course Collapse on the opposite side occurs	30ce x	No			A	Less than 360° No			A	
Twist occurs	na s	No			Α	No			Α	
Cascade occurs		No		1	A	No	1	1	Α	
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В	
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re	-inflation		Α	Spontaneous re	-inflation		Α	
Total change of course	elera 5% c	Less than 360°			Α	Less than 360°			Α	
Collapse on the opposite side occurs	acc ax 74	No No No		Α	No			Α		
Twist occurs Cascade occurs	ε			A	No No			A		
15. Directional control with a maintained asym	metric co					140			А	
Able to keep course straight		Yes			Α	Yes			Α	
180° turn away from the collapsed side possible in	n 10 sec	Yes		Α	Yes			Α		
Amount of control range between turn and stall or	onin	Mare than E09/ of the automatric central travel			Α	More than 50% of the symmetric control travel			Α	
-	spin	More than 50% of the symmetric control travel			А	More than 50%	or the symmetric	control travel	А	
16. Trim speed spin tendency - 4.4.16		T.N.				No				
Spin occurs  17. Low speed spin tendency - 4.4.17		No			Α	INO			А	
Spin occurs		No		Α	No			А		
18. Recovery from a developed spin - 4.4.18		•				•				
Spin rotation angle after release		Stops spinning in less than 90°			Α	Stops spinning i	Α			
Cascade occurs		No			Α	No			Α	
19. B-line-stall - 4.4.19		TO THE STATE OF TH								
Change of course before release		Changing course less than 45°			Α	Changing course less than 45°			Α	
Behaviour before release		Remains stable with straight span		Α	Remains stable with straight span			Α		
Recovery					Α	Spontaneous in loss than 3 sec			Α	
Recovery  Dive forward angle on exit		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A		
Dive forward angle on exit Cascade occurs		30° - 60° No			A	No			A	
20. Big ears - 4.4.20										
Entry procedure		Standard technique			Α	Standard techni	que		Α	
Behaviour during big ears		Stable flight		A	Stable flight			A		
Recovery		Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A	
Dive forward angle on exit		0° - 30°			A					
Dive forward angle on exit		,							А	
21. Big Ears in accelerated flight - 4.4.21			Standard technique		Α	Standard techni	aue		Α	
21. Big Ears in accelerated flight - 4.4.21		Standard technic	·			· ·			A	
21. Big Ears in accelerated flight - 4.4.21 Entry procedure			1		Δ	Stable flight				
21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears		Stable flight			A	Stable flight	less than 2 coc		Δ	
21. Big Ears in accelerated flight - 4.4.21  Entry procedure  Behaviour during big ears  Recovery		Stable flight Spontaneous in			Α	Spontaneous in	less than 3 sec		A	
21. Big Ears in accelerated flight - 4.4.21 Entry procedure Behaviour during big ears	ator while	Stable flight  Spontaneous in  0° - 30°			A A	Spontaneous in	less than 3 sec		Α	
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 accelar maintaining big ears		Stable flight Spontaneous in			Α	Spontaneous in	less than 3 sec			
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 accelar		Stable flight  Spontaneous in  0° - 30°			A A	Spontaneous in	less than 3 sec		Α	
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 accelar maintaining big ears		Stable flight  Spontaneous in  0° - 30°			A A	Spontaneous in	less than 3 sec		Α	
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 accelar maintaining big ears  23. Alternative means of directional control		Stable flight  Spontaneous in  0° - 30°  Stable flight			A A A	Spontaneous in 0° bis 30° Stable flight	less than 3 sec		A	
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 accelar maintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configur	4.4.22	Stable flight Spontaneous in 0° - 30° Stable flight Yes No	less than 3 sec	23	A A A	Spontaneous in 0° bis 30° Stable flight Yes	less than 3 sec		A A A	
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 accelar maintaining big ears  23. Alternative means of directional control - 180° turn achievable in 20 sec  Stall or spin occurs  23. Any other flight procedure and/or configure Procedure works as descibed	4.4.22	Stable flight Spontaneous in 0° - 30° Stable flight Yes No	less than 3 sec	223	A A A A NA	Spontaneous in 0° bis 30° Stable flight Yes	less than 3 sec		A A A NA	
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 accelar maintaining big ears 23. Alternative means of directional control - 180° turn achievable in 20 sec Stall or spin occurs 23. Any other flight procedure and/or configur	4.4.22	Stable flight Spontaneous in 0° - 30° Stable flight Yes No	less than 3 sec	23	A A A	Spontaneous in 0° bis 30° Stable flight Yes	less than 3 sec		A A A	