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HV TESTREP	ORT LTF	2 0 0 9
SKYWALK POISON 3	L	
Type designation		
Type test reference no		
Holder of certification	Skywalk GmbH & Co. KG	
	<u>Skywalk GmbH &amp; Co. KG</u>	
Classification		
Winch towing Number of seats min / max		
Accelerator		Same . Tomation
Trimmers	No	
	BEHAVIOUR AT FLIGHT (100KG	BENAWEDGHRTAI ) NFLIGHT (1
Test pilots	Harry Buntz	Reiner Brunn
Inflation/take-off	A	A
Rising behaviour	Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique required	No	No
	1	1
<u>Landing</u>	<u>A</u>	A
Special landing technique required	No	No
Speeds in straight flight	A	A
Trim speed more than 30 km/h		Yes
Speed range using the controls larger than 10		Yes
km/h		
Minimum speed	Less than 25 km/h	Less than 25 km/h
Control movement	c	c
Symmetric control pressure	<u>-</u>	Approximately constant
Symmetric control travel		50 cm to 65 cm
·		
Pitch stability exiting accelerated flight	A	A
Dive forward angle on exit	Dive forward less than 30°	Dive forward less than 30°
Collapse occurs	No	No
Pitch stability operating controls during		
accelerated flight	A	A
Collapse occurs	No	No
Roll stability and damping	A	A
Oscillations	Reducing	Reducing
	· · · · · · · · · · · · · · · · · · ·	(
	Α	A
Tendency to return to straight flight	Spontaneous exit	Spontaneous exit
	-	
Behaviour in a steeply banked turn 🗥	<u>A</u>	В
Sink rate after two turns	12 m/s to 14 m/s	More than 14 m/s
Symmetric front collance	c	c
Symmetric front collapse	<u></u>	÷
· · · · · · · · · · · · · · · · · · ·	Rocking back greater than 45° Spontaneous in 3 s to 5 s	Rocking back greater than 45° Spontaneous in 3 s to 5 s
Dive forward angle on exit	•	Dive forward 30° to 60°
-	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs		No
		·
Symmetric front collapse in accelerated flight	c	;c
Entry	Rocking back greater than 45°	Rocking back greater than 45°

Entry Rocking back greater than 45°

Rocking back greater than 45°



-	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	t Dive forward 30° to 60° • Entering a turn of less than 90°	Dive forward 30° to 60° Entering a turn of less than 90°
Change of course Cascade occurs	-	No
Exiting deep stall (parachutal stall)	A	A
Deep stall achieved	l Yes	Yes
-	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	t Dive forward 0° to 30°	Dive forward 0° to 30°
5	Changing course less than 45°	Changing course less than 45°
Cascade occurs	; No	No
High angle of attack recovery	A	A
	y Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	1	No
Recovery from a developed full stall	В	В
Dive forward angle on exit	t Dive forward 30° to 60°	Dive forward 30° to 60°
-	No collapse	No collapse
Cascade occurs (other than collapses)	No	No
	Less than 45°	Less than 45°
Line tensior	Most lines tight	Most lines tight
Asymmetric collapse 45-50%	c	c
		90° to 180°
Change of course until re-inflatior Maximum dive forward or roll angle		Dive or roll angle 45° to 60°
	· Spontaneous re-inflation	Spontaneous re-inflation
Total change of course		Less than 360°
Collapse on the opposite side occurs	Yes, no turn reversal	Yes, no turn reversal
Twist occurs		No
Cascade occurs	s No	No
		- D
Asymmetric collapse 70-75%	<u> </u> D	¦D
Change of course until re-inflation		90° to 180°
Maximum dive forward or roll angle Re-inflation behaviou	· Spontaneous re-inflation	Dive or roll angle 45° to 60° Spontaneous re-inflation
Total change of course	•	Less than 360°
Collapse on the opposite side occurs		Yes, causing turn reversal
Twist occurs	No	No
Cascade occurs	s No	No
Asymmetric collapse 45-50% in accelerated	No	No D
Asymmetric collapse 45-50% in accelerated flight	D	D
Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflatior	<b>D</b> 90° to 180°	<b>D</b> 90° to 180°
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Cascade occur	s No	No
<u>B-line stall</u>	A	A
Change of course before release	<b>e</b> Changing course less than 45°	Changing course less than 45°
Behaviour before release	e Remains stable with straight span	Remains stable with straight span
Recover	$m{y}$ Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	t Dive forward 0° to 30°	Dive forward 0° to 30°
Cascade occur	s No	No
<u>Big ears</u>	с	c
Entry procedure	e Standard technique	Standard technique
Behaviour during big ear		Unstable flight
Recover	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	t Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	c	c
Entry procedure	e Standard technique	Standard technique
Behaviour during big ear	<b>s</b> Unstable flight	Unstable flight
Recover	<b>y</b> Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	t Dive forward 0° to 30°	Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ear		Stable flight
Behaviour exiting a steep spiral	A	A
Tendency to return to straight fligh	t Spontaneous exit	Spontaneous exit
Turn angle to recover normal fligh	<b>t</b> Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
Sink rate when evaluating spiral stability [m/s		
	] 14	14
Alternative means of directional control	] 14 ¦A	14 A
Alternative means of directional control 180° turn achievable in 20	A	
	A s Yes	A
180° turn achievable in 20	A s Yes	A Yes
180° turn achievable in 20	<b>A</b> <b>s</b> Yes <b>s</b> No	A Yes

by jursaconsulting

