| CHNICAL DATA DHV TESTREPORT LTF DHV TESTREPORT EN<br>H V T E S T R E P<br>S K Y W A L K C H I L I 3 S<br>Type designation<br>Type test reference no<br>Holder of certification  | DATASHEET       PARTS LIST       OF         O       R       T       L         Skywalk Chili3 S       DHV GS-01-2018-13       Skywalk GmbH & Co. KG         Skywalk GmbH & Co. KG       Skywalk GmbH & Co. KG         B       Yes | quipment | CTION ] ( PRII                | nrers / Dealers      | Flying Schools       | C<br>C        |
|---|--|----------|-------------------------------|----------------------|----------------------|---------------|
| IV Databases  | ORTL<br>Skywalk Chili3 S<br>DHV GS-01-2018-13<br>Skywalk GmbH & Co. KG<br>Skywalk GmbH & Co. KG<br>B<br>Yes  |          |                               |                      | <i>D</i>             | H.            |
| H V T E S T R E P<br>S K Y W A L K C H I L I 3 S<br>Type designation<br>Type test reference on<br>Holder of certification<br>Manufacture<br>Classification<br>Winch towing<br>Number of seats min / max<br>Accelerato | ORTL<br>Skywalk Chili3 S<br>DHV GS-01-2018-13<br>Skywalk GmbH & Co. KG<br>Skywalk GmbH & Co. KG<br>B<br>Yes  |          |                               |                      | D                    | H             |
| H V T E S T R E P<br>S K Y W A L K C H I L I 3 S<br>Type designation<br>Type test reference on<br>Holder of certification<br>Manufacture<br>Classification<br>Winch towing<br>Number of seats min / max<br>Accelerato | ORTL<br>Skywalk Chili3 S<br>DHV GS-01-2018-13<br>Skywalk GmbH & Co. KG<br>Skywalk GmbH & Co. KG<br>B<br>Yes  |          |                               |                      | D                    | H             |
| SKYWALK CHILI3 S<br>Type designation<br>Type test reference in<br>Holder of certification<br>Manufacture<br>Classification<br>Winch towing<br>Number of seats min / man<br>Accelerato                                 | <ul> <li>Skywalk Chili3 S</li> <li>DHV GS-01-2018-13</li> <li>Skywalk GmbH &amp; Co. KG</li> <li>Skywalk GmbH &amp; Co. KG</li> <li>B</li> <li>Yes</li> </ul>  | T F      | 2 0                           | 0 9                  |                      | л <sub></sub> |
| Type designation<br>Type test reference no<br>Holder of certification<br>Manufacture<br>Classification<br>Winch towing<br>Number of seats min / max<br>Accelerato   | <ul> <li>DHV GS-01-2018-13</li> <li><u>Skywalk GmbH &amp; Co. KG</u></li> <li><u>Skywalk GmbH &amp; Co. KG</u></li> <li>B</li> <li>Yes</li> </ul>  |          |                               |                      |                      |               |
| Type designation<br>Type test reference no<br>Holder of certification<br>Manufacture<br>Classification<br>Winch towing<br>Number of seats min / max<br>Accelerato   | <ul> <li>DHV GS-01-2018-13</li> <li><u>Skywalk GmbH &amp; Co. KG</u></li> <li><u>Skywalk GmbH &amp; Co. KG</u></li> <li>B</li> <li>Yes</li> </ul>  |          |                               |                      |                      |               |
| Holder of certification<br>Manufacture<br>Classification<br>Winch towing<br>Number of seats min / max<br>Accelerato   | Skywalk GmbH & Co. KG<br>Skywalk GmbH & Co. KG<br>B<br>Yes   |          | 1                             |                      | THE REAL PROPERTY OF |               |
| Manufacture<br>Classification<br>Winch towing<br>Number of seats min / max<br>Accelerato  | r <u>Skywalk GmbH &amp; Co. KG</u><br>1 B<br>3 Yes   |          |                               |                      |                      |               |
| Classification<br>Winch towing<br>Number of seats min / max<br>Accelerato   | J Yes  |          | 12 to a star                  |                      |                      |               |
| Number of seats min / max<br>Accelerato   |  |          | the All                       |                      | A.                   |               |
| Accelerato  |  |          |                               |                      | 3                    |               |
| Trimmer   |  |          |                               |                      |                      |               |
|   | BEHAVIOUR  | АТ       | BENA                          | WEDGUR               | ТАТ                  |               |
| Test pilot  | FLIGHT (8  | o ĸ Ġ )  |                               | LIGHT                | (1                   |               |
|   | Beni Stocker   |          | Harry Buntz                   |                      |                      |               |
| Inflation/take-off  | A  |          |                               | 2                    |                      |               |
| Rising behaviou   | <b>r</b> Smooth, easy and constant ris   | sing     | Smooth, eas                   | y and constant risir | ng                   |               |
| Special take off technique require  | <b>d</b> No  |          | No                            |                      |                      |               |
| Landing   | A  |          | A                             |                      |                      |               |
| Special landing technique require   | d No   |          | No                            |                      |                      |               |
| Speeds in straight flight   | A  |          | A                             |                      |                      |               |
| Trim speed more than 30 km/   | <b>h</b> Yes   |          | Yes                           |                      |                      |               |
| Speed range using the controls larger than 1<br>km/   |  |          | Yes                           |                      |                      |               |
| Minimum spee  | <b>d</b> Less than 25 km/h   |          | Less than 25                  | km/h                 |                      |               |
| Control movement  | A  |          | Α                             |                      |                      |               |
| Symmetric control pressur   | e Increasing   |          | Increasing                    |                      |                      |               |
| Symmetric control trave   | I Greater than 60 cm   |          | Greater than                  | 60 cm                |                      |               |
| Pitch stability exiting accelerated flight  | Α  |          | Α                             |                      |                      |               |
| Dive forward angle on ex  | t Dive forward less than 30°   |          |                               | l less than 30°      |                      |               |
| Collapse occur  | s No   |          | No                            |                      |                      |               |
| Pitch stability operating controls during accelerated flight  | A  |          | A                             |                      |                      |               |
| Collapse occur  | s No   |          | No                            |                      |                      |               |
| Roll stability and damping  | A  |          | A                             |                      |                      |               |
| Oscillation   |  |          | Reducing                      |                      |                      |               |
|   |  |          | A                             |                      |                      |               |
| Stability in gentle spirals<br>Tendency to return to straight fligh   | <b>A</b>   |          | <b>A</b><br>Spontaneous       | exit                 |                      |               |
|   |  |          |                               |                      |                      |               |
| Behaviour in a steeply banked turn 🛆  | A  |          | A                             |                      |                      |               |
| Sink rate after two turn  | <b>s</b> Up to 12 m/s  |          | Up to 12 m/s                  | ;                    |                      |               |
| Symmetric front collapse  | в  |          | В                             |                      |                      |               |
| Entr  | <b>y</b> Rocking back less than 45°  |          | Rocking back                  | k less than 45°      |                      |               |
|   | y Spontaneous in 3 s to 5 s  |          |                               | in less than 3 s     |                      |               |
| Dive forward angle on ex<br>Change of cours   | e Entering a turn of less than 90  | )°       | Dive forward<br>Entering a tu | rn of less than 90°  |                      |               |
| Cascade occur   |  |          | No                            |                      |                      |               |
| Symmetric front collapse in accelerated flight  | В  |          | в                             |                      |                      |               |

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| Recovery Spontaneous III 3 to 5.9         Spontaneous III 3 to 5.9         Spontaneous III 3 to 5.9           Dive forward 6 parts 0 parts   | Entry  | Rocking back less than 45°              | Rocking back less than 45°       |
|--|--|---|----------------------------------|
| Dive forward angle on exit bine forward 01 to 30 <sup>10</sup> Dive forward 30 <sup>10</sup> to 60 <sup>10</sup> Change of course linking stam of least that 90 <sup>10</sup> Exercise stam of least that 90 <sup>10</sup> Failing deep stall (parachutel stall)         A           Account of the state of the st   | -  | -                                       |                                  |
| Change of course (intering a Lum Ofless than 99"<br>Cascede occurs 10         Entering atturn of less than 99"<br>Is a           Tating deep stall (proceeding of the second o                                   |  | •                                       |                                  |
| Triting deep stall (corrective) is a second of the 3de is a second of the | -  |   | Entering a turn of less than 90° |
| Deep stall achieved vis:         Yes           Recovery Spontaneous in less than 3 s.         Spontaneous in less than 3 s.           Dive forward angle on exit Dive forward 0° to 30°         Dive forward 0° to 30°           Change of course Changing course less than 43°         Changing course less than 43°           Cascede occurs No         No           No         Spontaneous in less than 3 s           Cascede occurs No         No           Recovery from a developed full stall         e           Dive forward angle on exit Dive forward 10° to 50°         Dive forward 30° to 60°           Cascede occurs (bit no collapse No collapse         No collapse No collapse           Cascede occurs (bit no collapse No collapse         No collapse No collapse           Cascede occurs (bit no collapse No collapse         No collapse No collapse           Cascede occurs (bit no collapse No collapse No collapse         No collapse No collapse           Cascede occurs No         No         No collapse No collapse           Cascede occurs No         No         No collapse No collapse           Cascede occurs No         No         Spontaneous no hole opposities collapse           Cascede occurs No         No         No           Cascede occurs No         No         No           Cascede occurs No         No         No   | Cascade occurs   | No                                      | No                               |
| Deep stall activized vis:         Yes           Recovery Spontaneous in lies than 3 s.         Spontaneous in lies than 3 s.           Dive forward angle on exit. Dive forward 0° to 30°         Dive forward 0° to 30°           Ange of course changing course lies than 43°         Dive forward 0° to 30°           Canage of course changing course lies than 3 s.         Spontaneous in lies than 3 s.           Recovery Spontaneous in lies than 3 s.         Spontaneous in lies than 3 s.           Cascade occurs No         No           Precovery Spontaneous in lies than 3 s.         Spontaneous in lies than 3 s.           Cascade occurs No         No           Cascade occurs (the collapse No collap   |  |   | 1                                |
| Recovery Spontaneous in lines than 3 s         Spontaneous in lines than 3 s           Dive forward 0 and 0 a 00°         Change of course (Change) outse lies than 35°         Change of course lies than 45°           Line and/e of attack recovery         A         A           Recovery Spontaneous in lies than 3 s         Spontaneous in lies than 3 s           Recovery Spontaneous in lies than 3 s         Spontaneous in lies than 3 s           Recovery from a develoced full call         is         Spontaneous in lies than 3 s           Recovery from a develoced full call         is         Dive forward 30° to 60°           Callages to collages         No         No           Cascade occurs likes than 45°         Line tension Mod lines light         Mod lines light           Asymmetric collages 45.50%         A         A           Change of course until re-inflation Lines than 90°         Line tension Mod lines light         Mod lines light           Asymmetric collages 45.50%         A         A         A           Collages on the opposite side occurs lio         No         No         Spontaneous -inflation           Collages on the opposite side occurs lio         No         No         A           Collages on the opposite side occurs lio         No         No         No           Collages on the opposite side occurs lio  | Exiting deep stall (parachutal stall)  | Α                                       | Α                                |
| Observation         Dive forward of 2% 3.2%         Dive forward 0 2% 3.2%           Change of course Changing Course lists than 45°         Changing course lists than 43°         No           Tight angle of attack recovery         A         A           Recovery Spontaneous in less than 3 s         Spontaneous in less than 3 s         No           Recovery from a developed full stall         is         B         Spontaneous in less than 3 s           Recovery from a developed full stall         is         B         No           Recovery from a developed full stall         is         B         Spontaneous in less than 3 s           Recovery from a developed full stall         is         B         No           Recovery from a developed full stall         is         B         Conlapse         No           Recovery from a developed full stall         is         B         No         No           Recovery from a developed full stall         is         B         No         No           Recovery from a developed full stall         is         No         No         No           Recovery from a developed full stall         is         No         No         No           Recovery from a developed full stall         A         A         A           Change of course un   | Deep stall achieved  | Yes                                     | Yes                              |
| Change of course (Change) course less than 45°<br>Cascade occurs (No         Change) course less than 45°<br>No           High angle of attack recovery         A         A           Recovery Spontaneous in less than 3 s         Spontaneous in less than 3 s           Cascade occurs (No         No           Recovery from a developed full statin         in         In           Dive forward angle on exit Dive forward 30° to 60°<br>Callapse to collapse (No         No           Cascade occurs (other than collapse) No         No         No           Acting of course until re-inflation less than 90°         Less than 90°         Dive or roll angle 0° to 150°           Re-inflation behaviors Spontaneous re-inflation         Spontaneous re-inflation         No           Cascade occurs No         No         No         No           Asymmetric collapse 270-273%         is         Is         Is           Asymmetric collapse 270-273%         is         Is         Is           Cascade occurs No         No         No <t< th=""><th>Recovery</th><th>Spontaneous in less than 3 s</th><th>Spontaneous in less than 3 s</th></t<>   | Recovery   | Spontaneous in less than 3 s            | Spontaneous in less than 3 s     |
| Caseade occurs No         No           High, angle of attack, recovery         A           Recovery from a developed full still         B           Origon a developed full still         B           Dive forward angle on extreme No         No           Recovery from a developed full still         B           Dive forward angle on extreme No         No           Caseade occurs (other than colls pase)         No           Recovery from a developed full still         B           Origon a developed full still         B           Origon a developed full still         B           Caseade occurs (other than colls pase)         No           Rechting back Leas than 45%         Leas than 45%           Line tension Most lines tight         Most lines tight           Asymmetric collapse 45-50%         A           A         Change of course until re-inflation Less than 90%           Meximum dive forward or roll angle Dive or roll angle 15% to 45%         Dive or roll angle 0% to 15%           Asymmetric collapse on the opposite side occurs No         No           Cabage of course until re-inflation 90% to 100%         No           Asymmetric collapse on the opposite side occurs No         No           Cabage of course until re-inflation 90% to 100%         No           Cabage of co   | Dive forward angle on exit   | Dive forward 0° to 30°                  | Dive forward 0° to 30°           |
| High angle of attack resource     A       Recovery Spontaneous in less than 3 s     Spontaneous in less than 3 s       Recovery from a developed full still     B       Dive forward angle on axib /ox forward 30 <sup>o</sup> to 60 <sup>o</sup> Ore forward 30 <sup>o</sup> to 60 <sup>o</sup> Cascade occurs (other than collapses)     No       Recking beck less than 6 <sup>o</sup> No entropies       Asymmetric collapse 45-50 <sup>o</sup> A       Collapse of course cull re-inflation 580 <sup>o</sup> No       Collapse on the opposite aide occurs No     No       Asymmetric collapse 70-75 <sup>o</sup> Is       Collapse 70-75 <sup>o</sup> Is       Change of course less than 30 <sup>o</sup> No       Asymmetric collapse 70-75 <sup>o</sup> Is       Asymmetric collapse 70-75 <sup>o</sup> Is       Collapse on the opposite aide occurs No     No       Asymmetric collapse 50 <sup>o</sup> Is       Collapse on the opposite aide occurs No     No       Collapse on the opposite aide occurs No     No       Collapse on the opposite aide occurs No     N  | Change of course   | Changing course less than 45°           | Changing course less than 45°    |
| Recovery Spontaneous In less than 3 s         Spontaneous In less than 3 s           Recovery from a developed full stall         8         8           De forward angle on exit Div forward 30° to 60°         Dive forward 30° to 60°         Dive forward 30° to 60°           Cascade occurs (other than collapses No         No         No         No           Aurometric collapse 150 to 150°         No         No         No           Aurometric collapse 45-50%         A         A         A           Collapse on the opposite side occurs No         No         No         Dive or roll angle 0° to 15°           Collapse on the opposite side occurs No         No         No         No           Collapse on the opposite side occurs No         No         No         No           Collapse on the opposite side occurs No         No         No         No           Collapse on the opposite side occurs No         No         No         No           Collapse on the opposite side occurs No         No         No         No           Change of course until re-inflation stex   | Cascade occurs   | No                                      | No                               |
| Recovery Spontaneous In less than 3 s         Spontaneous In less than 3 s           Recovery from a developed full stall         8         8           De forward angle on exit Div forward 30° to 60°         Dive forward 30° to 60°         Dive forward 30° to 60°           Cascade occurs (other than collapses No         No         No         No           Aurometric collapse 150 to 150°         No         No         No           Aurometric collapse 45-50%         A         A         A           Collapse on the opposite side occurs No         No         No         Dive or roll angle 0° to 15°           Collapse on the opposite side occurs No         No         No         No           Collapse on the opposite side occurs No         No         No         No           Collapse on the opposite side occurs No         No         No         No           Collapse on the opposite side occurs No         No         No         No           Collapse on the opposite side occurs No         No         No         No           Change of course until re-inflation stex   |  | ,                                       | ,                                |
| Cascade occurs No         No           Recovery from a developed full stall         19         Dev forward angle on exit Due forward 30° to 60°         Dee forward 30° to 60°           Dive forward angle on exit Due forward 30° to 60°         No collapse         No           Cascade occurs (other than collapses)         No         No           Rocking back Less than 45°         Line tension Most lines light         No           Asymmetric collapse 455-05%         A         A           Change of course until re-inflation Less than 90°         Disc or roll angle 5% to 45°         Disc or roll angle 5% to 45°           Maximum dive forward or roll angle 100 beo roroll angle 15% to 45°         Disc or roll angle 60° to 15°         Disc or roll angle 60° to 160°           Collapse on the opposite side occurs No         No         No         No           Asymmetric collapse 70-75%         Is         B         Disc or roll angle 5% to 45°           Asymmetric collapse 70-75%         Is         B         Disc or roll angle 5% to 45°           Maximum dive forward or roll angle 00° to 180°         Disc or roll angle 5% to 45°         Disc or roll angle 5% to 45°           Maximum dive forward or roll angle 00° to 180°         No         Cascade occurs No         No           Asymmetric collapse 345-75%         Is         So         Disc or roll angle 5% to 45°  | High angle of attack recovery  | A                                       | A                                |
| Baccovery from a developed full shill         B           Dive forward angle on exit Dive forward 30° to 60°<br>Cascade occurs (other than collapses No collapse<br>No collapse No collapse No collapse<br>No collapse Astronomy No collapse No collapse No collapse<br>No collapse Astronomy No collapse No collapse No collapse Astronomy No collapse<br>No collapse Astronomy No collapse No collapse No collapse Astronomy No col                 | Recovery   | Spontaneous in less than 3 s            | Spontaneous in less than 3 s     |
| Dive forward angle on exit Dive forward 30° to 50°         Dive forward 30° to 50°           Cascade occurs (other than collapses) No         No           Recking back Less than 5°         Less than 45°           Line tension Most lines tight         Most lines tight           Asymmetric collapse 45:50%         A           Asymmetric collapse 45:50%         A           Asymmetric collapse 45:50%         A           Asymmetric collapse 45:50%         A           Collapse of course until re-inflation loss than 90°         Less than 30°           Maximum dive forward or roll angle 15° to 45°         Dive or roll angle 0° to 15°           Re-inflation behaviour Spontaneous re-inflation         Spontaneous re-inflation           Collapse on the opposite side occurs NO         No           Asymmetric collapses 70:-755%         B           B         B           Change of course until re-inflation 0° to 160°         Dive or roll angle 15° to 45°           Re-inflation behaviour Spontaneous re-inflation         Spontaneous re-inflation           Collapse on the opposite side occurs NO         No           Collapse on the opposite s  | Cascade occurs   | No                                      | No                               |
| Dive forward angle on exit Dive forward 30° to 50°         Dive forward 30° to 50°           Cascade occurs (other than collapses) No         No           Recking back Less than 5°         Less than 45°           Line tension Most lines tight         Most lines tight           Asymmetric collapse 45:50%         A           Asymmetric collapse 45:50%         A           Asymmetric collapse 45:50%         A           Asymmetric collapse 45:50%         A           Collapse of course until re-inflation loss than 90°         Less than 30°           Maximum dive forward or roll angle 15° to 45°         Dive or roll angle 0° to 15°           Re-inflation behaviour Spontaneous re-inflation         Spontaneous re-inflation           Collapse on the opposite side occurs NO         No           Asymmetric collapses 70:-755%         B           B         B           Change of course until re-inflation 0° to 160°         Dive or roll angle 15° to 45°           Re-inflation behaviour Spontaneous re-inflation         Spontaneous re-inflation           Collapse on the opposite side occurs NO         No           Collapse on the opposite s  |  |   |                                  |
| Collapse         No collapse           Cascade occurs (other than collapses) No         No           Rocking back Less than 45°         Less than 45°           Line tension Most lines tight         Most lines tight           Asymmetric collapse 45-50%         A           A         A           Change of course until re-inflation Less than 90°         Less than 50°           Maximum dive forward or roll angle Dive or roll angle 15° to 45°         Dive or roll angle 0° to 15°           Re-inflation behaviour Spontaneous re-inflation         Spontaneous re-inflation           Collapse on the opposits side occurs No         No           Cascade occurs No         No           Cascade occurs No         No           Asymmetric collapse 70-725%         B         B           Change of course until re-inflation 90° to 180°         Dive or roll angle 15° to 45°           Maximum dive forward or roll angle Dive or roll angle 15° to 45°         Spontaneous re-inflation           Collapse on the opposite side occurs No         No           Cascade occurs No         No   | Recovery from a developed full stall   | В                                       | В                                |
| Collapse         No collapse           Cascade occurs (other than collapses)         No           Rocking back Less than 45°         Less than 45°           Line tension Most lines tight         Most lines tight           Asymmetric collapse 45-50%         A         A           Change of course until re-inflation Less than 90°         Less than 60°         Less than 60°           Maximum dive forward or roll angle Dive or roll angle 15° to 45°         Dive or roll angle 0° to 15°         Dive or roll angle 0° to 15°           Re-inflation behaviour Spontaneous re-inflation         Spontaneous re-inflation         Spontaneous re-inflation           Collapse on the opposite side occurs NO         No         No           Asymmetric collapse 70-725%         B         B           Change of course until re-inflation 90° to 180°         Dive or roll angle 15° to 45°         Dive or roll angle 15° to 45°           Maximum dive forward or roll angle Dive or roll angle 15° to 45°         Dive or roll angle 15° to 45°         Dive or roll angle 15° to 45°           Asymmetric collapse 70-725%         B         B         B         B           Collapse on the opposite side occurs No         No         No         Collapse on the opposite side occurs No         No           Collapse on the opposite side occurs No         No         Collapse on the opposite side occurs No   | Dive forward angle on exit   | Dive forward 30° to 60°                 | Dive forward 30° to 60°          |
| Cascade occurs (other than collapses) No         No           Recking back Leass than 45°         Less than 45°           Line tension Most lines tight         Most lines tight           Asymmetric collapse 45-50%         A           Asymmetric collapse 45-50%         A           Change of course until re-inflation Less than 90°         Less than 90°           Maximum dive forward or roll angle Dive or roll angle 15° to 45°         Dive or roll angle 0° to 15°           Re-inflation behaviour Spontaneous re-inflation         Spontaneous re-inflation           Collapse on the opposite side occurs No         No           Change of course until re-inflation 90° to 180°         No           Change of course until re-inflation 90° to 180°         Dive or roll angle 15° to 45°           Change of course until re-inflation         Spontaneous re-inflation           Total change of course Less than 360°         Less than 360°           Collapse on the opposite side occurs No         No           Asymmetric collapse 45-50%, in accelarated         A           Asymmetric collapse 45-50%, in accelarated         A           Asymmetric collapse 45-50%, in accelarated         A           Collapse on the opposite side occurs No         No           Asymmetric collapse 45-50%, in accelarated         A           Change of course until re-inflation Less t   | -  |   | No collapse                      |
| Line tension Most lines tight         Most lines tight           Axymmetric collapse 45:50%         A         A           Asymmetric collapse 45:50%         A         A           Change of course until re-inflation less than 90°         Less than 300°         Less than 300°           Maximum dive forward or roll angle 15% to 45°         Dive or roll angle 0% to 15%         Spotaneous re-inflation           Collapse on the opposite side occurs No         No         No         No           Asymmetric collapse 70-25%         B         B         B           Change of course until re-inflation 90° to 180°         Mot 0         No           Asymmetric collapse 70-25%         B         B         B           Asymmetric collapse 70-75%         B         B         B           Asymmetric collapse 70-75%         B         B         B           Asymmetric collapse 70-75%         B         B         B           Change of course until re-inflation 50% to 180°         Dive or roll angle 15% to 45°         Spotaneous re-inflation           Re-inflation behaviour Spontaneous re-inflation         Spotaneous re-inflation         No           Collapse on the opposite side occurs No         No         No           Asymmetric collapse 70-25%         In acclerated         A         Spotaneous r  | •  |   | No                               |
| Asymmetric collapse 45-50%     A     A       Change of course until re-inflation less than 90°     Less than 90°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 0° to 15°       Spontaneous re-inflation     Spontaneous re-inflation       Total change of course less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Asymmetric collapse 70-75%     B       B     S       Change of course until re-inflation 90° to 130°     90° to 130°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Collapse on the opposite side occurs No     No       Total change of course less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Twist occurs No     No       Collapse of course until re-inflation 100° to 130°     No       Twist occurs No     No       A     B       Collapse of course until re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Asymmetric collapse of course until re-inflation tess than 360°     Less than 360°       Collapse of course until re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Asymmetric collapse of course unso     No     No       Asymmetric collapse of course unso     No <t< th=""><th> ,</th><th></th><th>Less than 45°</th></t<>  | ,  |   | Less than 45°                    |
| Change of course until re-inflation Less than 90°     Less than 90°       Maximum dive forward or roll angle Dive or                                | Line tension   | Most lines tight                        | Most lines tight                 |
| Change of course until re-inflation Less than 90°     Less than 90°       Maximum dive forward or roll angle Dive or                                |  | ,                                       | ,                                |
| Maximum dive forward or roll angle Dive or roll      | Asymmetric collapse 45-50%   | A                                       | A                                |
| Maximum dive forward or roll angle Dive or roll      | Change of course until re-inflation  | Less than 90°                           | Less than 90°                    |
| Re-inflation behaviour Spontaneous re-inflation         Spontaneous re-inflation           Total change of course Less than 360°         No           Asymmetric collapse 70-75%         B         B           Change of course until re-inflation 09° to 180°         90° to 180°           Maximum dive forward or roll angle Dive or roll angle 15° to 45°         Dive or roll angle 15° to 45°           Maximum dive forward or roll angle 15° to 45°         No           Collapse on the opposite side occurs No         No           Collapse on the opposite side occurs No         No           Collapse on the opposite side occurs No         No           Asymmetric collapse 45-50% in accelerated         A         B           Total change of course Less than 360°         Less than 360°         Less than 360°           Collapse on the opposite side occurs No         No         No           Asymmetric collapse 45-50% in accelerated         A         B           Total change of course Less than 360°         Less than 360°         Less than 360°           Collapse on the opposite side occurs No         No         No           Asymmetric collapse 25-50% in accelerated         B         B           Total change of course Less than 360°         Less than 360°         Less than 360°           Collapse on the opposite side occurs No  | -  |   |                                  |
| Total change of course (Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Asymmetric collapse 70-75%     B     B       Asymmetric collapse 70-75%     B     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No     No       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No     No       Asymmetric collapse 45-50% in accelerated     A     B       Change of course until re-inflation Less than 90°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Collapse on the opposite side course Less than 360°     Less than 360°       Collapse of course until re-inflation 90° to 180°     Spontaneous re-inflation       Collapse of course until re-inflation 90° to 1  | -  | -                                       | 5                                |
| Twist occurs No         No           Cascade occurs No         No           Asymmetric callapse 70-25%         8         8           Change of course until re-inflation 90° to 180°         90° to 180°           Maximum dive forward or roll angle Dive or roll angle 15° to 45°         Dive or roll angle 15° to 45°           Re-inflation behaviour spontaneous re-inflation         Spontaneous re-inflation           Total change of course Less than 360°         Less than 360°           Collapse on the opposite side occurs No         No           Asymmetric collapse 45-50% in accelerated         A           Filaht         No           Change of course until re-inflation Less than 90°         90° to 180°           Maximum dive forward or roll angle 15° to 45°         Dive or roll angle 15° to 45°           Re-inflation behaviour Spontaneous re-inflation         Spontaneous re-inflation           Total change of course Less than 300°         Less than 30°           Collapse on the opposite side occurs No         No           Cascade occu  |  | •                                       | 1                                |
| Cascade occurs No     No       Asymmetric collapse 70-75%     B     B       Change of course until re-inflation 90° to 180°     90° to 180°       Maximum dive forward or roll angle 15° to 45°     90° to 180°       Collapse on the opposite side occurs No     No       Cascade occurs No     No       Asymmetric collapse 45-50% in accelerated     A       filiant     B       Change of course until re-inflation     Spontaneous re-inflation       Asymmetric collapse 45-50% in accelerated     A       B     B       Change of course until re-inflation     Less than 300°       Maximum dive forward or roll angle 10% or roll angle 15% to 45°     Dive or roll angle 15% to 45°       Maximum dive forward or roll angle 10% or roll angle 15% to 45°     Dive or roll angle 15% to 45°       Maximum dive forward or roll angle 10% or roll angle 15% to 45°     No       Cascade occurs No     No       Asymmetric collapse 70-75% in accelerated     B       Galage of course until re-inflation     90° to 180°       Maximum dive forward or roll angle 15% to 45°     No       Asymmetric collapse 70-75% in accelerated     B       B     B       Change of course until re-inflation on the to 180°     No       No     No     No       Asymmetric collapse 70-75% in accelerated     B <th< th=""><th>Collapse on the opposite side occurs</th><th>No</th><th>No</th></th<>   | Collapse on the opposite side occurs   | No                                      | No                               |
| Asymmetric collapse 70-75%     B     B       Change of course until re-inflation 90° to 180°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Total change of course Less than 360°     No       Asymmetric collapse 45-50% in accelerated     A       filiaht     B       Change of course until re-inflation     Less than 360°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Total change of course Less than 360°     Less than 360°       Collapse 70-75% in accelerated     B       B     B     B       Change of course until re-inflation 100°     No       Cascade occurs No     No       Asymmetric collapse 70-75% in accelerated     B       B     B  | Twist occurs   | No                                      | No                               |
| Change of course until re-inflation 90° to 180°     90° to 180°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Asymmetric collapse 45-50% in accelerated     A       B     B       Change of course until re-inflation Less than 90°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Spontaneous re-inflation       Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 300°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Spontaneous re-inflation       Total change of course Less than 300°     No       Collapse on the opposite side occurs No     No       Collapse on the opposite side occurs No     No       Cascade occurs No     No       Cascade occurs No     No       Change of course until re-inflation 90° to 180°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Spontaneous re-inflation       Change of course until re-inflation 90° to 180°     No       Change of course until re-inflation 90° to 180°     Spontaneous re-inflation   | Cascade occurs   | No                                      | No                               |
| Change of course until re-inflation 90° to 180°     90° to 180°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Asymmetric collapse 45-50% in accelerated     A       B     B       Change of course until re-inflation Less than 90°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Spontaneous re-inflation       Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 300°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Spontaneous re-inflation       Total change of course Less than 300°     No       Collapse on the opposite side occurs No     No       Collapse on the opposite side occurs No     No       Cascade occurs No     No       Cascade occurs No     No       Change of course until re-inflation 90° to 180°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Spontaneous re-inflation       Change of course until re-inflation 90° to 180°     No       Change of course until re-inflation 90° to 180°     Spontaneous re-inflation   |  |   |                                  |
| Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Twist occurs No     No       Change of course until re-inflation Less than 90°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 30°     Less than 30°       Collapse on the opposite side occurs No     No       Total change of course Less than 30°     Less than 30°       Collapse on the opposite side occurs No     No       Asymmetric collapse 70-75% in accelerated     p       flight     Change of course Less than 30°       Change of course Less than 30°     Less than 30°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Spontaneous re-inflation       Spontaneous re-inflation     Spontaneous re-inflation       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Spontaneous re  | Asymmetric collapse 70-75%   | В                                       | В                                |
| Re-inflation behaviour     Spontaneous re-inflation     Spontaneous re-inflation       Total change of course     Less than 360°     Less than 360°       Collapse on the opposite side occurs     No     No       Twist occurs     No     No       Asymmetric collapse 45-50% in accelerated     A     s       finitin     A     s       Change of course until re-inflation     Less than 90°     90° to 180°       Maximum dive forward or roll angle 10° to roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour     Spontaneous re-inflation     Spontaneous re-inflation       Total change of course     Less than 360°     Less than 360°       Collapse on the opposite side occurs     No     No       Twist occurs     No     No       Cascade occurs     No     No       Change of course until re-inflation     Spontaneous re-inflation       Less than 360° <t< th=""><th>Change of course until re-inflation</th><th>90° to 180°</th><th>90° to 180°</th></t<>   | Change of course until re-inflation  | 90° to 180°                             | 90° to 180°                      |
| Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Asymmetric collapse 45-50% in accelerated     A       flight     g       Change of course until re-inflation Less than 90°     90° to 180°       Maximum dive forward or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Asymmetric collapse 70-75% in accelerated     B       flight     B       Change of course until re-inflation 90° to 180°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Collapse on the opposite side occurs No     No       Collapse on the opposite side occurs No     No       Collapse on the   | Maximum dive forward or roll angle   | Dive or roll angle 15° to 45°           | Dive or roll angle 15° to 45°    |
| Collapse on the opposite side occurs No       No         Twist occurs No       No         Asymmetric collapse 45-50% in accelerated       A         flight       A         Change of course until re-inflation       Less than 90°       90° to 180°         Maximum dive forward or roll angle 10° to or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour       Spontaneous re-inflation       Less than 360°         Collapse on the opposite side occurs No       No         Collapse on the opposite side occurs No       No         Collapse on the opposite side occurs No       No         Asymmetric collapse 70-75% in accelerated       B         flight       Change of course until re-inflation 90° to 180°       No         Cascade occurs No       No         Asymmetric collapse 70-75% in accelerated       B       B         flight       Change of course until re-inflation 90° to 180°       90° to 180°         Maximum dive forward or roll angle 15° to 45°       Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Glapse on the opposite side occurs No       No       No       No         Collapse on the opposite side occurs No       No       No         Collapse on the opposite side occurs No       No       No <t< th=""><th>Re-inflation behaviour</th><th>Spontaneous re-inflation</th><th>Spontaneous re-inflation</th></t<>  | Re-inflation behaviour   | Spontaneous re-inflation                | Spontaneous re-inflation         |
| Twist occurs No     No       Asymmetric collapse 45-50% in accelerated     A       B       Change of course until re-inflation Less than 90°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Twist occurs No     No       Cascade occurs No     No       Asymmetric collapse 70-75% in accelerated     B       B     B       Change of course until re-inflation 90° to 180°     Spontaneous re-inflation       Cascade occurs No     No       Asymmetric collapse 70-75% in accelerated     B       B     B       Change of course until re-inflation 90° to 180°     Spontaneous re-inflation       Maximum dive forward or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Maximum dive forward or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Maximum dive forward or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Maximum dive forward or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Maximum dive forward or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Maximum dive forward or roll angle 15° to 45°     No   | Total change of course   | Less than 360°                          | Less than 360°                   |
| Cascade occurs No       No         Asymmetric collapse 45-50% in accelerated<br>(fight       A       B         Change of course until re-inflation Less than 90°       90° to 180°       Dive or roll angle 15° to 45°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°       Spontaneous re-inflation         Collapse on the opposite side occurs No       No       No       No         Collapse on the opposite side occurs No       No       No         Cascade occurs No       No       No         Asymmetric collapse 70-75% in accelerated       B       B         flight       Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Asymmetric collapse 70-75% in accelerated       B       B         flight       Change of course until re-inflation 90° to 180°       90° to 180°         Maximum dive forward or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Collapse on the opposite side occurs No       No         Collapse on the opposite side occurs No       No         Collapse on the opposite Side possible Yes   | Collapse on the opposite side occurs   | No                                      | No                               |
| Asymmetric collapse 45-50% in accelerated       A       B         flight       Change of course until re-inflation Less than 90°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Asymmetric collapse 70-75% in accelerated       B         flight       B         Change of course until re-inflation 90° to 180°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Collapse on the opposite side occurs No       No         Directional control with a maintained asymmetric control       A         Asymmetric collapse dide possible Yes in 10 s       Yes         Amount of con   |  |   | No                               |
| Itight       (*       (*         Change of course until re-inflation Less than 90°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Asymmetric collapse 70-75% in accelerated       B         B       B         Change of course until re-inflation 90° to 180°       90° to 180°         Maximum dive forward or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Maximum dive forward or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Cascade occurs No       No         Cascade occurs No       No         Cascade occurs No       No         Directional control with a maintained sil Mo   | Cascade occurs   | No                                      | No                               |
| Itight       (*       (*         Change of course until re-inflation Less than 90°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Asymmetric collapse 70-75% in accelerated       B         B       B         Change of course until re-inflation 90° to 180°       90° to 180°         Maximum dive forward or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Maximum dive forward or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Cascade occurs No       No         Cascade occurs No       No         Cascade occurs No       No         Directional control with a maintained sil Mo   |  | 1                                       | 1                                |
| Change of course until re-inflation Less than 90°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Cascade occurs No       No         Asymmetric collapse 70-75% in accelerated       B         filint       B         Change of course until re-inflation 90° to 180°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Spontaneous re-inflation         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Cascade occurs No       No         Directional control with a maintained asymmetric collapse       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes       Yes         in 10 s       Anount of control range between turn and stall More than 50 % of the symmetric control travel         Trim speed   |  | Α                                       | в                                |
| Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Asymmetric collapse 70-75% in accelerated       B         flight       B         Change of course until re-inflation 90° to 180°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Accarde occurs No       No         Collapse on the opposite side occurs No       No         Asymmetric collapse       A  |  | <u></u>                                 | <u>.</u>                         |
| Re-inflation behaviour       Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Asymmetric collapse 70-75% in accelerated       B         flight       g         Asymmetric collapse 70-75% in accelerated       B         flight       g0° to 180°         Asymmetric collapse 70-75% in accelerated       B         flight       g0° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Cascade occurs No       No         Cascade occurs No       No         Cascade occurs No       No         Directional control with a maintained asymmetric collapse       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes       Yes         Amount of con   | -  |   |                                  |
| Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Twist occurs No     No       Cascade occurs No     No       Asymmetric collapse 70-75% in accelerated<br>flight     B       Change of course until re-inflation 90° to 180°     90° to 180°       Maximum dive forward or roll angle Dive or roll angle 15° to 45°     Dive or roll angle 15° to 45°       Re-inflation behaviour Spontaneous re-inflation     Spontaneous re-inflation       Total change of course Less than 360°     Less than 360°       Collapse on the opposite side occurs No     No       Twist occurs No     No       Collapse on the opposite side occurs No     No       Twist occurs No     No       Cascade occurs No     No       Cascade occurs No     No       Directional control with a maintained<br>asymmetric collapse     A       Able to keep course Yes     Yes       180° turn away from the collapsed side possible Yes<br>in 10°     Yes       Amount of control range between turn and stall More than 50% of the symmetric control<br>or spin travel     More than 50% of the symmetric<br>control travel       Trim speed spin tendency     A     A       Spin occurs No     No       Low speed spin tendency     A       Aspin occurs No     No       Recovery from a developed spin     A <th>-</th> <th>-</th> <th>•</th>   | -  | -                                       | •                                |
| Collapse on the opposite side occurs No       No         Twist occurs No       No         Cascade occurs No       No         Asymmetric collapse 70-75% in accelerated filton       B         B       B         Change of course until re-inflation 90° to 180°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Cascade occurs No       No         Cascade occurs No       No         Cascade occurs No       No         Directional control with a maintained asymmetric collapse       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes       Yes         in 10 s       More than 50 % of the symmetric control travel         Trim speed spin tendency       A         As       Spin occurs No         No       No         Low speed spin tendency       A         As       A         As       A         As   |  | •                                       | •                                |
| Twist occurs No       No         Cascade occurs No       No         Asymmetric collapse 70-75% in accelerated flight       B       B       B         Change of course until re-inflation 90% to 180%       90% to 180%       90% to 180%         Maximum dive forward or roll angle Dive or roll angle 15% to 45%       Dive or roll angle 15% to 45%         Maximum dive forward or roll angle Dive or roll angle 15% to 45%       Spontaneous re-inflation         Spontaneous re-inflation       Spontaneous re-inflation       Spontaneous re-inflation         Collapse on the opposite side occurs No       No       No         Cascade occurs No       No       No         Directional control with a maintained asymmetric collapse       A       A         Able to keep course Yes       Yes       Yes         180° turn away from the collapsed side possible Yes       Yes       More than 50 % of the symmetric control control range between turn and stall More than 50 % of the symmetric control travel         Trim speed spin tendency       A       A       A         Spin occurs No       No       No         Low speed spin tendency       A       A         Spin occurs No       No       No         Low speed spin tendency       A       A         Low speed spin tendency       A       A  |  |   |                                  |
| Cascade occurs NoNoAsymmetric collapse 70-75% in accelerated<br>flightBIsChange of course until re-inflation 90° to 180°90° to 180°Maximum dive forward or roll angle Dive or roll angle 15° to 45°Dive or roll angle 15° to 45°Maximum dive forward or roll angle Dive or roll angle 15° to 45°Dive or roll angle 15° to 45°Re-inflation behaviour Spontaneous re-inflationSpontaneous re-inflationTotal change of course Less than 360°Less than 360°Collapse on the opposite side occurs NoNoTwist occurs NoNoCascade occurs NoNoDirectional control with a maintained<br>asymmetric collapseAAble to keep course YesYes180° turn away from the collapsed side possible Yes<br>in 10 sYesAmount of control range between turn and stall More than 50 % of the symmetric control<br>or spin travelMore than 50 % of the symmetric<br>control travelTrim speed spin tendencyAASpin occurs NoNoLow speed spin tendencyAAsASpin occurs NoNoNoNoLow speed spin tendencyAAsASpin occurs NoNoNoLow speed spin tendencyAAsASpin occurs NoNoRecovery from a developed spinAAsAAsAAsAAsAsAAsAsAAsAsAs <th></th> <th></th> <th></th>   |  |   |                                  |
| Asymmetric collapse 70-75% in accelerated       B       B         Asymmetric collapse 70-75% in accelerated       B         Change of course until re-inflation 90° to 180°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Maximum dive forward or roll angle Over roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Cascade occurs No       No         Cascade occurs No       No         Directional control with a maintained asymmetric collapse       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control travel       More than 50 % of the symmetric control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Spin occurs No       No         Recovery from a developed spin       A       A <th></th> <th></th> <th></th>  |  |   |                                  |
| flight       iP       iP         Change of course until re-inflation       90° to 180°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Cascade occurs No       No         Directional control with a maintained asymmetric collapse       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control control travel       More than 50 % of the symmetric control control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Spin occurs No       No         Recovery from a developed spin       A       A  |  | ·                                       | ·                                |
| indication       indication       indication       indication         Change of course until re-inflation       90° to 180°       90° to 180°         Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour Spontaneous re-inflation       Spontaneous re-inflation         Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Cascade occurs No       No         Directional control with a maintained asymmetric collapse       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control control travel       More than 50 % of the symmetric control travel         Trim speed spin tendency       IA       IA         Spin occurs No       No         Low speed spin tendency       IA       IA         Spin occurs No       No         Low speed spin tendency       IA       IA         Recovery from a developed spin       IA       IA   | Asymmetric collapse 70-75% in accelerated  |   |                                  |
| Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour       Spontaneous re-inflation       Spontaneous re-inflation         Total change of course       Less than 360°       Less than 360°         Collapse on the opposite side occurs       No       No         Twist occurs       No       No         Directional control with a maintained asymmetric collapse       A       A         Able to keep course       Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control ravel       More than 50 % of the symmetric control travel         Trim speed spin tendency       A       A         Low speed spin tendency       A       A         Spin occurs       No       No         Low speed spin tendency       A       A         Recovery from a developed spin       A       A   |  | В                                       | В                                |
| Maximum dive forward or roll angle Dive or roll angle 15° to 45°       Dive or roll angle 15° to 45°         Re-inflation behaviour       Spontaneous re-inflation       Spontaneous re-inflation         Total change of course       Less than 360°       Less than 360°         Collapse on the opposite side occurs       No       No         Twist occurs       No       No         Directional control with a maintained asymmetric collapse       A       A         Able to keep course       Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control ravel       More than 50 % of the symmetric control travel         Trim speed spin tendency       A       A         Low speed spin tendency       A       A         Spin occurs       No       No         Low speed spin tendency       A       A         Recovery from a developed spin       A       A   | Change of course until re-inflation  | 90° to 180°                             | 90° to 180°                      |
| Re-inflation behaviour       Spontaneous re-inflation       Spontaneous re-inflation         Total change of course       Less than 360°       Less than 360°         Collapse on the opposite side occurs       No       No         Twist occurs       No       No         Cascade occurs       No       No         Directional control with a maintained asymmetric collapse       A       A         Able to keep course       Yes       Yes         180° turn away from the collapsed side possible Yes       Yes       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control more than 50 % of the symmetric control travel       More than 50 % of the symmetric control travel         Trim speed spin tendency       A       A         Low speed spin tendency       A       A         Spin occurs       No       No         Recovery from a developed spin       A       A  | -  |   |                                  |
| Total change of course Less than 360°       Less than 360°         Collapse on the opposite side occurs No       No         Twist occurs No       No         Cascade occurs No       No         Directional control with a maintained asymmetric collapse       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control travel       More than 50 % of the symmetric control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Recovery from a developed spin       A       A   | -  | -                                       | ÷                                |
| Twist occurs No       No         Cascade occurs No       No         Directional control with a maintained asymmetric collapse       A       A         Directional control with a maintained asymmetric collapse       A       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control or spin travel       More than 50 % of the symmetric control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Spin occurs No       No         Recovery from a developed spin       A       A   |  | •                                       | •                                |
| Cascade occurs No       No         Directional control with a maintained asymmetric collapse       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control ravel       More than 50 % of the symmetric control control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Spin occurs No       No         Recovery from a developed spin       A       A   | Collapse on the opposite side occurs   | No                                      | No                               |
| Directional control with a maintained asymmetric collapse       A         Able to keep course Yes       Yes         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control cor spin travel       More than 50 % of the symmetric control control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Spin occurs No       No         Recovery from a developed spin       A       A  | Twist occurs   | No                                      | No                               |
| asymmetric collapse       A       A         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control or spin travel       More than 50 % of the symmetric control control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A         Spin occurs No       No         Recovery from a developed spin       A   | Cascade occurs   | No                                      | No                               |
| asymmetric collapse       IA       IA         Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes       Yes         in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control control travel       More than 50 % of the symmetric control control travel         Trim speed spin tendency       IA       IA         Spin occurs No       No         Low speed spin tendency       IA         Spin occurs No       No         Recovery from a developed spin       IA   |  |   |                                  |
| Able to keep course Yes       Yes         180° turn away from the collapsed side possible Yes in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control control travel       More than 50 % of the symmetric control control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Spin occurs No       No         Recovery from a developed spin       A       A   |  | A                                       | A                                |
| 180° turn away from the collapsed side possible Yes<br>in 10 s       Yes         Amount of control range between turn and stall More than 50 % of the symmetric control<br>or spin travel       More than 50 % of the symmetric<br>control travel         Trim speed spin tendency       A         Spin occurs No       No         Low speed spin tendency       A         Spin occurs No       No         Recovery from a developed spin       A  |  | <u>i</u>                                | <u>!</u>                         |
| in 10 s         Amount of control range between turn and stall More than 50 % of the symmetric control control travel       More than 50 % of the symmetric control control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Spin occurs No       No         Recovery from a developed spin       A       A   | -  |   |                                  |
| Amount of control range between turn and stall More than 50 % of the symmetric control or spin travel       More than 50 % of the symmetric control travel         Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Spin occurs No       No         Recovery from a developed spin       A       A   |  |   | Yes                              |
| or spin travel     control travel       Trim speed spin tendency     A       Spin occurs No     No       Low speed spin tendency     A       Spin occurs No     No       Recovery from a developed spin     A  |  |   | More than 50 % of the symmetric  |
| Trim speed spin tendency       A       A         Spin occurs No       No         Low speed spin tendency       A       A         Spin occurs No       No         Recovery from a developed spin       A       A  |  | more than 50 % of the symmetric control |                                  |
| Spin occurs No     No       Low speed spin tendency     A       Spin occurs No     No       Recovery from a developed spin     A   | Amount of control range between turn and stall   |   |                                  |
| Spin occurs No     No       Low speed spin tendency     A       Spin occurs No     No       Recovery from a developed spin     A   | Amount of control range between turn and stall   |   |                                  |
| Low speed spin tendency     A     A       Spin occurs No     No       Recovery from a developed spin     A   | Amount of control range between turn and stall<br>or spin  | travel                                  | 1                                |
| Spin occurs No No No Recovery from a developed spin  | Amount of control range between turn and stall<br>or spin<br>Trim speed spin tendency  | travel                                  | A                                |
| Spin occurs No No No Recovery from a developed spin  | Amount of control range between turn and stall<br>or spin<br>Trim speed spin tendency  | travel                                  | A                                |
| Recovery from a developed spin A   | Amount of control range between turn and stall<br>or spin<br><u>Trim speed spin tendency</u><br>Spin occurs  | travel                                  | A<br>No                          |
|  | Amount of control range between turn and stall<br>or spin<br><u>Trim speed spin tendency</u><br>Spin occurs<br><u>Low speed spin tendency</u>                                    | travel A No A                           | A<br>No                          |
|  | Amount of control range between turn and stall<br>or spin<br><u>Trim speed spin tendency</u><br>Spin occurs<br><u>Low speed spin tendency</u>                                    | travel A No A                           | A<br>No                          |
| <b>Spin rotation angle after release</b> Stops spinning in less than 90° Stops spinning in less than 90°   | Amount of control range between turn and stall<br>or spin<br><u>Trim speed spin tendency</u><br>Spin occurs<br><u>Low speed spin tendency</u><br>Spin occurs                     | travel A No No                          | A<br>No<br>A<br>No               |
|  | Amount of control range between turn and stall<br>or spin<br>Trim speed spin tendency<br>Spin occurs<br>Low speed spin tendency<br>Spin occurs<br>Recovery from a developed spin | travel  A No A No A                     | A<br>No<br>A<br>No               |



| Cascade occurs  | No  | No   |
|---|---|--|
|   |   |  |
| B-line stall  | A   | A  |
| Change of course before release   | Changing course less than 45°   | Changing course less than 45°                            |
| Behaviour before release  | Remains stable with straight span                                       | Remains stable with straight span                        |
| Recovery  | Spontaneous in less than 3 s  | Spontaneous in less than 3 s                             |
| Dive forward angle on exit  | Dive forward 0° to 30°  | Dive forward 0° to 30°                                   |
| Cascade occurs  | No  | No   |
|   |   |  |
| <u>Big ears</u>   | В   | В  |
| Entry procedure   | Standard technique  | Standard technique                                       |
| Behaviour during big ears   | Stable flight   | Stable flight  |
| Recovery  | Recovery through pilot action in less than a further 3 s                | Recovery through pilot action in less than a further 3 s |
| Dive forward angle on exit  | : Dive forward 0° to 30°  | Dive forward 0° to 30°                                   |
|   |   |  |
| Big ears in accelerated flight  | В   | В  |
| Entry procedure   | Standard technique  | Standard technique                                       |
| Behaviour during big ears   | Stable flight   | Stable flight  |
| Recovery  | Recovery through pilot action in less than a further 3 $\ensuremath{s}$ | Recovery through pilot action in less than a further 3 s |
| Dive forward angle on exit  | : Dive forward 0° to 30°  | Dive forward 0° to 30°                                   |
| Behaviour immediately after releasing the<br>accelerator while maintaining big ears |   | Stable flight  |
|   |   | ,  |
| Behaviour exiting a steep spiral  | A   | A  |
| Tendency to return to straight flight   | Spontaneous exit  | Spontaneous exit   |
| Turn angle to recover normal flight   | : 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  | A   | A  |
| 180° turn achievable in 20 s  | Yes   | Yes  |
| Stall or spin occurs  | No  | No   |
| Any other flight procedure and/or configuration                                     | described in the user's manual  |  |
| No other flight procedure or configuration described in                             | the user's manual   |  |

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