FTR - Flight Test Report

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0519/16	Fct=
	Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	serial number	Proto	Messen Prüfen Bewerten Rev. 2.3 - 26.11.2014
Model	Poison X-Alps XS	Location	Gardasee	EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany
		Location	Gardasee	

zugsweise, vervielfältigt werden.

Date of testing	16.04.2016	Minimum take 60 kg		eight	Maximum take 90 kg		veight
Testpilot		Sepp Bauer		A A	Mike Küng		
Harness		EAPR light		161	EAPR		
Pilot's take off weigl	nt	61	kg		90	kg	100

Classification D	
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est-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation	
1. Inflation / take-off - 4.4.1						
Rising behavior		Easy rising, some pilot correction is required	В	Easy rising, some pilot correction is required	В	
Special take off technique required		No	A	No	A	
2. Landing - 4.4.2						
Special landing technique required		No	A	No	A	
3. Speeds in straight flight - 4.4.3		•				
Trim speed more than 30km/h		Yes	А	Yes	А	
Speed range using the controls larger than 10km/	h	Yes	А	Yes		
Minimum speed		25 km/h to 30 km/h	В	25 km/h to 30 km/h	В	
4. Control movement - 4.4.4		•				
Max. weight in flight up to 80kg			-		-	
Max. weight in flight 80 to 100kg			-		-	
Max. weight in flight greater than 100kg		Increasing 35cm - 50cm D Inc		Increasing 35cm - 50cm	D	
5. Pitch stability exiting accelerated flight - 4.4	4.5					
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	А	
Collapse occurs		No	A	No	A	
6. Pitch stability operating controls during acc	celerated f	light - 4.4.6				
Collapse occurs		No	А	No	А	
7. Roll stability and damping - 4.4.7						
Oscillations		Reducing	А	Reducing	А	
8. Stability in gentle spirals - 4.4.8		rieddenig		ricodong		
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А	
9. Behaviour exiting a fully developed spiral d	ivo 440		A	Spontaneous exit	~	
	ive - 4.4.			The second sector is a sector of sector between		
Initial response of glider (first 180°) Tendency to return to straight flight		No immediate reaction Spontaneous exit	B	Immediate reduction of rate in turn Spontaneous exit	A	
Turn angle to recover normal flight		1080° to 1440°, spontaneous recovery	Ċ	Less than 720°, spontaneous recovery	A	
10. Symmetric front collapse - 4.4.10			Ŭ		~	
Folding lines used		Yes	D	Yes	D	
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	° 20%	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	peeds	30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of 90° to 180°	С	
Cascade occurs	Ę.	No	A	No	A	
Entry	y%	Rocking back less than 45°	A	Rocking back less than 45°	A	
Recovery	speed > 50%	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	n spi	30° - 60° Entering a turn of 90° to 180°	С	30° - 60° Entering a turn of 90° to 180°	С	
Cascade occurs	tri	No	A	No	А	
Entry	20%	Rocking back greater than 45°	С	Rocking back greater than 45°	С	
Recovery	icce le rate d > 5	Recovery through pilot action in less than a further 3 sec	D	Recovery through pilot action in less than a further 3 sec	D	
Dive forward angle on exit	el eo c	30° - 60° Entering a turn of 90° to 180°	С	30° - 60° Entering a turn of 90° to 180°	С	
Cascade occurs	10	No	A	No	A	
11. Exiting deep stall (parachutal stall) - 4.4.1	1					
Deep stall achieved		Yes		Yes		
Recovery		Spontaneous in 3 to 5 sec	С	Spontaneous in 3 to 5 sec	С	
Dive forward angle on exit		30° - 60°	В	0° - 30°	А	
Change of course		Changing course 45° or more	С	Changing course less than 45°	A	
Cascade occurs		No	A	No	A	

	Recovery		Spontaneous in 3 to 5 sec			Spontaneous in	3 to 5 sec		С
Cascade occurs		No				No			A
13. Recovery from a developed full stall - 4.4.	.13								
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
Collapse		No collapse			A A	No collapse			A
Cascade occurs (other than collapse) Rocking backward		No Less than 45°	No			No Less than 45°			A
Line tension		Most lines tight			A A	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.4.14									
Folding lines used		Yes			D	Yes			D
Change of course until re-inflation		< 90°	Dive or roll angle	0° - 15°	А	< 90°	Dive or roll angle 15° - 45°		А
	trim speed, max 50% collapse			0 10	~			10 10	~
Re-inflation behavior	colla	Inflates in less th	nan 3 sec from sta	art of pilot action	С	Spontaneous re-	inflation		А
Total change of course	%0	Less than 360°			А	Less than 360°			А
Collapse on the opposite side occurs	trir ax 5	No			А	No		A	
Twist occurs Cascade occurs	E	No No			<u>A</u>	No No			<u>A</u>
				100 100					
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	ed, ollar	Inflates in less th	nan 3 sec from sta	art of pilot action	С	Spontaneous re-	inflation		А
Total change of course	spe 5% c	Less than 360°			A	Less than 360°			A
Collapse on the opposite side occurs	trim speed, max 75% collapse	No			A	No			A
Twist occurs	ma	No			А	No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation		< 90°	Dive or roll angle	15° - 45°	А	90° - 180°	Dive or roll angle	15° - 45°	В
	accelerated, max 50% collapse								
Re-inflation behavior	colle	Inflates in less th	nan 3 sec from sta	art of pilot action	С	Spontaneous re-	e-inflation		А
Total change of course	cele 0%	Less than 360°			А	Less than 360°			А
Collapse on the opposite side occurs	ac lax 5	No			A	No			A
Twist occurs Cascade occurs	E	No No			<u>A</u>	No No			<u>A</u>
		90° - 180°	Dive or roll angle	15° - 45°		90° - 180°	Dive or roll angle	45° - 60°	
Change of course until re-inflation	Se	90° - 180°	Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	45° - 60°	С
Re-inflation behavior	accelerated, max 75% collapse	Inflates in less th	nan 3 sec from sta	art of pilot action	С	Inflates in less th	nan 3 sec from sta	art of pilot action	С
Total change of course	elera % c	Less than 360°			A	Less than 360°		A	
Collapse on the opposite side occurs	acce x 75	No			A	No		A	
Twist occurs	Ë	No			А	No		А	
Cascade occurs		No			A	No			A
15. Directional control with a maintained asym	imetric co	lapse - 4.4.15 Yes				Maa			
Able to keep course straight		1			A	Yes			A
180° turn away from the collapsed side possible in	n 10 sec	Yes			А	Yes			A
Amount of control range between turn and stall or	spin	More than 50% of the symmetric control travel		А	More than 50% of the symmetric control travel		А		
16. Trim speed spin tendency - 4.4.16 Spin occurs		No			A	No			A
17. Low speed spin tendency - 4.4.17		140			A	110			~
Spin occurs									
•		No			Α	No			A
18. Recovery from a developed spin - 4.4.18		No			A	No			A
		1					0001-4000		
Spin rotation angle after release		Stops spinning in	n 90° to 180°		С	Stops spinning in	n 90° to 180°		С
Spin rotation angle after release Cascade occurs		1	n 90° to 180°				n 90° to 180°		
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19		Stops spinning in	n 90° to 180°		C A	Stops spinning in	n 90° to 180°		C A
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release		Stops spinning in	n 90° to 180°		C A NA	Stops spinning in	n 90° to 180°		C A NA
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19		Stops spinning in	n 90° to 180°		C A	Stops spinning in	n 90° to 180°		C A
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release		Stops spinning in	n 90° to 180°		C A NA NA	Stops spinning in	n 90° to 180°		C A NA NA
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery		Stops spinning in	n 90° to 180°		C A NA NA	Stops spinning in	n 90° to 180°		C A NA NA
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit		Stops spinning in	n 90° to 180°		C A NA NA NA	Stops spinning in	n 90° to 180°		C A NA NA NA
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs		Stops spinning in	n 90° to 180°		C A NA NA	Stops spinning in	n 90° to 180°		C A NA NA
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20		Stops spinning in No			C A NA NA NA NA	Stops spinning ir No			C A NA NA NA
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure		Stops spinning in No			C A NA NA NA NA A	Stops spinning in No Special device re			C A NA NA NA
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20		Stops spinning in No Special device r Unstable flight	equired		C A NA NA NA NA	Stops spinning in No Special device re Stable flight	equired		C A NA NA NA
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure		Stops spinning in No Special device r Unstable flight Recovery throug		ess than a further	C A NA NA NA NA A	Stops spinning in No Special device ro Stable flight Recovery throug		ss than a further	C A NA NA NA NA A
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears		Stops spinning in No Special device r Unstable flight	equired	ess than a further	C A NA NA NA A A C	Stops spinning in No Special device re Stable flight	equired	ss than a further	C A NA NA NA A A
Spin rotation angle after release Cascade occurs 19. B-line-stall - 4.4.19 Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears - 4.4.20 Entry procedure Behaviour during big ears Recovery		Stops spinning in No Special device r Unstable flight Recovery throug 3 sec	equired	ess than a further	C A NA NA NA A A C B	Stops spinning in No Special device re Stable flight Recovery throug 3 sec	equired	iss than a further	C A NA NA NA A A B
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