FTR - Flight Test Report

Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht auszugsweise, vervielfältigt werden

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-0512/16	
	Skywalk GmbH & Co.KG Windeckstr. 4 D-83250 Maquartstein	serial number	Proto	
Model	Poison X-Alps M	Leastion	Schruns	
		Location	Rofan, Achensee	



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

Date of testing	16.03.2016	Minimum take off weight 95 kg			Maximum take off weight 115 kg			
Testpilot		Johannes Tschofen)		Anselm Rauh			
Harness		EAPR Equipment			EAPR schwer		No.	
Pilot's take off weigl	nt	95	kg		114	kg		





Test-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	Α	No	Α	
2. Landing - 4.4.2						
Special landing technique required		I No	Α	No	Α	
3. Speeds in straight flight - 4.4.3		140		140		
Trim speed more than 30km/h		Yes		Yes	Ι Δ	
mm speed more than 30km/m			Α	res	Α	
Speed range using the controls larger than 10km/h		Yes	Α	Yes	Α	
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	Increasing 35cm - 50cm	D	
5. Pitch stability exiting accelerated flight - 4.4.	.5					
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	Α	
Collapse occurs		No	Α	No	Α	
6. Pitch stability operating controls during acce	elerated 1	light - 4.4.6				
Collapse occurs		No	Α	No	Α	
7. Roll stability and damping - 4.4.7					•	
Oscillations		Reducing	Α	Reducing	Α	
8. Stability in gentle spirals - 4.4.8						
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α	
Behaviour exiting a fully developed spiral div	/e - 4.4.9		,,	ороналовае од	, ,	
Initial response of glider (first 180°)		No immediate reaction	В	Immediate reduction of rate in turn	A	
Tendency to return to straight flight		Spontaneous exit	Α	Spontaneous exit	Α	
Turn angle to recover normal flight		1080° to 1440°, spontaneous recovery	80° to 1440°, spontaneous recovery C Less than 720°, spontaneous recovery			
10. Symmetric front collapse - 4.4.10						
Folding lines used		Yes	D	Yes	D	
Entry	30%	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	speed ~ 30	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit		30° - 60° Entering a turn of less than 90°	В	30° - 60° Entering a turn of 90° to 180°	С	
Cascade occurs	Ë	No	Α	No	Α	
Entry	50%	Rocking back less than 45°	Α	Rocking back less than 45°	Α	
Recovery	٨	Spontaneous in 3 to 5 sec	В	Spontaneous in 3 to 5 sec	В	
Dive forward angle on exit	rim speed	30° - 60° Entering a turn of 90° to 180°	С	30° - 60° Entering a turn of 90° to 180°	С	
Cascade occurs	Ē	No	Α	No	Α	
Entry	20%	Rocking back greater than 45°	С	Rocking back greater than 45°	С	
Recovery	ccelerated > 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 Cascade occurs	acoeler	30° - 60° Entering a turn of 90° to 180° No	C A	30° - 60° Entering a turn of 90° to 180° No	C A	
11. Exiting deep stall (parachutal stall) - 4.4.11			- / \		- /\	
Deep stall achieved		Yes		Yes		
			С	Spontaneous in 3 to 5 sec	С	
Recovery		Spontaneous in 3 to 5 sec	_		_	
Dive forward angle on exit		5		0° - 30°	A	
Change of course		Changing course 45° or more	С	Changing course less than 45°		
Cascade occurs		No	Α	No	Α	

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Southerwork Southerwork 10 s Southerwork	12. High angle of attack recovery - 4.4.12									
A No. A		Spontaneous in 3 to 5 sec			С	Spontaneous in	3 to 5 sec		С	
1. Recovery from a developed in stall - 4.4.13 20° C0°	·		·				· ·			_
Collabor Control (William Particological) No. Collabor Collabo			NO				140			
Cascade course (with transcriptors) No Less Time 6.57 A No	Dive forward angle on exit									
Record packware										
1.4. Agriculture colleges (prime speech) - 4.5.14 Force (prime speech) - 5.5.14 Force (p			Less than 45°			Α	Less than 45°			Α
Flooring or less used of Congress of contract unitrial or inflation or Service of Congress			Most lines tight			Α				Α
Part			Vos			D	Ves			D
Inflation behavior Total change of courses Total change of cours				Dive or roll angle	0° - 15°			Dive or roll angle	15° - 45°	
Second account Second accounts Second acco	<u> </u>	apse							10 10	
Second account Second accounts Second acco	Re-inflation behavior	beed colli	·			С			Α	
Second account Second accounts Second acco		rim s								
Re-inflation between the contract of the contract of the contract of pixel action of the contract of the contr		m t								
Final clarity or bankerior That clarity or decorate with provided and point action. C. Sportaneous re-inflation. A Less than 380° A 10° A	Cascade occurs		No		1	Α	No	T	T	Α
Charge of course until re-inflation Processed accours The course until re-inflation Re-inflation behavior The course until re-inflation The course of course The course of course of course The	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
Charge of course until re-inflation Processed accours The course until re-inflation Re-inflation behavior The course until re-inflation The course of course The course of course of course The	Re-inflation behavior	ed, ollap	Inflates in less th	han 3 sec from sta	art of pilot action	С	Spontaneous re	-inflation		Α
Charge of course until re-inflation Processed accours The course until re-inflation Re-inflation behavior The course until re-inflation The course of course The course of course of course The	Total change of course	o % c			•	Α		Α		
Charge of course until re-inflation Processed accours The course until re-inflation Re-inflation behavior The course until re-inflation The course of course The course of course of course The	Collapse on the opposite side occurs	triin ax 7;	No			Α	No			Α
Charge of course until re-inflation Particular of the proposite side occurs 15° - 46°		٤					A No			
Re-inflation behavior Total drange of course Collapse on the opposite side occurs Twist occurs Charge of course certification Twist occurs Twist occurs Charge of course certification Twist occurs Twist			1							
Charge of course until reinflation 8	Change of course until re-inflation	Se	< 90°	Dive or roll angle	15° - 45°	Α	90° - 180°	Dive or roll angle	15° - 45°	В
Charge of course until reinflation 8	Re-inflation behavior	ated, ollap	Inflates in less th	han 3 sec from sta	art of pilot action	С	Spontaneous re	-inflation		А
Charge of course until reinflation 8	Total change of course	selera 0% c					·			
Charge of course until reinflation 8	Collapse on the opposite side occurs	acc ax 50	No			Α	No			Α
Charge of course until re-inflation Re-inflation behavior That change of course College on the opposite side occurs College on the opposite side occurs College on the opposite side occurs Conscious occurs		٤								
Inflates in less than 3 sec from start of pilot action C				Dive or roll angle	15° - 45°					
Cascade occurs No A No	Change of course until re-limation	d, tpse	90 - 100	Dive or for angle	13 - 43	В	90 - 100	Dive or roll angle	43 - 00	C
Cascade occurs No A No	Re-inflation behavior	ratec	Less than 360°			С	Inflates in less than 3 sec from start of pilot action			С
Cascade occurs No A No		cele 75%					No			
Cascade occurs No A No		ac								
Abit to keep course straight Yes A Y		_								
180° turn away from the collapsed side possible in 10 sec Yes A Yes A A Yes A A Yes A A A A A A A A A	15. Directional control with a maintained asymmetry	metric col	llapse - 4.4.15							
Amount of control range between turn and stall or spin More than 50% of the symmetric control travel A More than 50% of the symmetric control travel A 16. Trim speed spin tendency - 4.4.16 Spin occurs No A No	Able to keep course straight		Yes			Α	Yes			Α
16. Trim speed spin tendency - 4.4.16 Spin occurs No No A	180° turn away from the collapsed side possible in 10 sec		Yes			Α	Yes			Α
16. Trim speed spin tendency - 4.4.16 Spin occurs No No A	Amount of control range between turn and stall or	spin	More than 50% of the symmetric control travel			Α	More than 50%	of the symmetric	control travel	Α
Sprin occurs	-	•	, , , , , , , , , , , , , , , , , , , ,							
17. Low speed spin tendency - 4.4.17 Spin occurs No A No			No			Α	No			Α
18. Recovery from a developed spin - 4.4.18 Spin rotation angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 180° C A No A N			140			7.	1.19			, ,,
Spin rotation angle after release Stops spinning in 90° to 180° C Stops spinning in 90° to 180° C Cascade occurs No	Spin occurs		No			Α	No			Α
Cascade occurs No A No A No A 19. B-line-stall - 4.4.19 Change of course before release NA NA Sehaviour before release NA	18. Recovery from a developed spin - 4.4.18									
19. B-line-stall - 4.4.19 Change of course before release	Spin rotation angle after release		Stops spinning in 90° to 180°			С	Stops spinning	n 90° to 180°		С
Change of course before release NA Behaviour before release NA NA Recovery NA NA NA NA NA NA NA NA NA N	Cascade occurs		No			Α	No	Α		
Behaviour before release	19. B-line-stall - 4.4.19									
Recovery NA	Change of course before release									NA
Dive forward angle on exit Cascade occurs Intry procedure Special device required Special device required A Special device required B Recovery through pilot action in less than a further a sec 3 sec Dive forward angle on exit Special device required A Special device required A Special device required Entry procedure Special device required A Special device required B Recovery through pilot action in less than a further a second of the s	Behaviour before release					NA			NA	
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Cascade occurs 20. Big ears - 4.4.20 Entry procedure Special device required A Recovery Recovery through pilot action in less than a further 3 sec Dive forward angle on exit C Stable flight B Recovery through pilot action in less than a further 3 sec Dive forward angle on exit Entry procedure Special device required A Special device required A Special device required A Special device required A Special flight A Recovery through pilot action in less than a further 3 sec Behaviour during big ears Unstable flight C Stable flight A Recovery through pilot action in less than a further 3 sec Behaviour immediately after releasing the accelarator while maintaining big ears Unstable flight C Stable flight C Stable flight A O° bis 30° A	•								NA	
Entry procedure Special device required A Recovery Behaviour during big ears Dive forward angle on exit Entry procedure Special device required Special device required A Speci	Cascade occurs									NA
Behaviour during big ears Unstable flight C Stable flight A Recovery Recovery through pilot action in less than a further 3 sec Dive forward angle on exit Do *-30° A O ** bis 30° A 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Special device required A Recovery Recovery Recovery through pilot action in less than a further 3 sec Dive forward angle on exit Dive forward angle on exit O *-30° A O ** bis 30° A Dive forward angle on exit O *-30° A O ** bis 30° A Dive forward angle on exit O *-30° A O ** bis 30° A Unstable flight C Stable flight A Behaviour immediately after releasing the accelerator while maintaining big ears Unstable flight C Stable flight A 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Yes A Stall or spin occurs No A No A No A Procedure works as descibed Procedure works as descibed NA NA Cascade occurs NA NA NA NA NA NA Cascade occurs	20. Big ears - 4.4.20									
Recovery through pilot action in less than a further 3 sec 3 sec 4. Big Ears in accelerated flight - 4.4.21 Entry procedure Special device required A Recovery through pilot action in less than a further 3 sec 5 sec 9	Entry procedure		Special device required			Α	Special device	required		Α
Dive forward angle on exit Behaviour during big ears Dive forward angle on exit Behaviour immediately after releasing the accelarator while maintaining big ears Dive forward angle on exit Behaviour immediately after releasing the accelarator while maintaining big ears Dive forward angle on exit Dive forward angle on exit Behaviour immediately after releasing the accelarator while maintaining big ears Dive forward angle on exit Dive forward angle on exit Behaviour immediately after releasing the accelarator while maintaining big ears Dive forward angle on exit Dive forward angle on exit Behaviour immediately after releasing the accelarator while maintaining big ears Dive forward angle on exit Dive forward angle on exit Benecovery through pilot action in less than a further a second pilot action in l	Behaviour during big ears					С				Α
Dive forward angle on exit 21. Big Ears in accelerated flight - 4.4.21 Entry procedure Special device required A O's bis 30° A O's bi	Recovery					В		gh pilot action in le	ess than a further	В
Entry procedure Special device required A Recovery through pilot action in less than a further a special spe	Dive forward angle on exit				Α				А	
Behaviour during big ears Unstable flight C Stable flight A Recovery Recovery through pilot action in less than a further 3 sec Bive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears Unstable flight C Stable flight C Stable flight A C Stable flight A C Stable flight A C Stable flight A Descape on exit Behaviour immediately after releasing the accelerator while maintaining big ears 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Yes A Stall or spin occurs No A	21. Big Ears in accelerated flight - 4.4.21									
Recovery Recovery through pilot action in less than a further B Recovery through pilot action in less than a further 3 sec 3	Entry procedure		Special device required			A	Special device required			A
Recovery Recovery through pilot action in less than a further B Recovery through pilot action in less than a further 3 sec 3	• •					С	Stable flight			A
Dive forward angle on exit O°-30° A O° bis 30° A Behaviour immediately after releasing the accelarator while maintaining big ears 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Yes A Yes A Stall or spin occurs No A No A No A No A NA NA NA			Recovery through pilot action in less than a further				Recovery through pilot action in less than a further			
Behaviour immediately after releasing the accelarator while maintaining big ears 23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Yes A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA NA Cascade occurs NA NA NA NA	•									
23. Alternative means of directional control - 4.4.22 180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA NA Procedure suitable for novice pilots NA NA Cascade occurs NA NA	Behaviour immediately after releasing the accelarator while									
180° turn achievable in 20 sec Yes A Yes A Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 NA NA Procedure works as descibed NA NA NA Procedure suitable for novice pilots NA NA Cascade occurs NA NA	maintaining big ears									
Stall or spin occurs No A No A 23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed NA										
23. Any other flight procedure and/or configuration described in the user's manual - 4.4.23 Procedure works as descibed Procedure suitable for novice pilots NA NA NA Cascade occurs NA NA NA NA						Α				
Procedure works as descibed NA NA Procedure suitable for novice pilots NA NA Cascade occurs NA NA	·					A	No			A
Procedure suitable for novice pilots NA NA Cascade occurs NA NA NA		ation desc	cribed in the user	rs manual - 4.4.	23	NIA	1			NIA
Cascade occurs NA NA		<u> </u>								
24. Remarks of testpilot:	Cascade occurs									NA
	24. Remarks of testpilot:						1			

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