


FTR - Flight Test Report

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

Manufacturer	 Skywalk GmbH & Co.KG Windelsstr. 4 D-83250 Maunartstein	Type testing No.	EAPR-GS-0512/16
		serial number	Proto
Model	Poison X-Alps M	Location	Schruns 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	
Pilot's take off weight	95 kg			114 kg	

Classification	D
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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	B	Easy rising, some pilot correction is required	B
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	A	Yes	A
Speed range using the controls larger than 10km/h	Yes	A	Yes	A
Minimum speed	25 km/h to 30 km/h	B	25 km/h to 30 km/h	B
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°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight - 4.4.6				
Collapse occurs	No	A	No	A
7. Roll stability and damping - 4.4.7				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals - 4.4.8				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive - 4.4.9				
Initial response of glider (first 180°)	No immediate reaction	B	Immediate reduction of rate in turn	A
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	1080° to 1440°, spontaneous recovery	C	Less than 720°, spontaneous recovery	A
10. Symmetric front collapse - 4.4.10				
Folding lines used	Yes	D	Yes	D
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 to 5 sec	B	Spontaneous in 3 to 5 sec	B
Dive forward angle on exit	30° - 60° Entering a turn of less than 90°	B	30° - 60° Entering a turn of 90° to 180°	C
Cascade occurs	No	A	No	A
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 to 5 sec	B	Spontaneous in 3 to 5 sec	B
Dive forward angle on exit	30° - 60° Entering a turn of 90° to 180°	C	30° - 60° Entering a turn of 90° to 180°	C
Cascade occurs	No	A	No	A
Entry	Rocking back greater than 45°	C	Rocking back greater than 45°	C
Recovery	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	30° - 60° Entering a turn of 90° to 180°	C	30° - 60° Entering a turn of 90° to 180°	C
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall) - 4.4.11				
Deep stall achieved	Yes		Yes	
Recovery	Spontaneous in 3 to 5 sec	C	Spontaneous in 3 to 5 sec	C
Dive forward angle on exit	30° - 60°	B	0° - 30°	A
Change of course	Changing course 45° or more	C	Changing course less than 45°	A
Cascade occurs	No	A	No	A

12. High angle of attack recovery - 4.4.12									
Recovery	Spontaneous in 3 to 5 sec			C	Spontaneous in 3 to 5 sec			C	
Cascade occurs	No			A	No			A	
13. Recovery from a developed full stall - 4.4.13									
Dive forward angle on exit	30° - 60°			B	30° - 60°			B	
Collapse	No collapse			A	No collapse			A	
Cascade occurs (other than collapse)	No			A	No			A	
Rocking backward	Less than 45°			A	Less than 45°			A	
Line tension	Most lines tight			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	trim speed, max 50% collapse	< 90°	Dive or roll angle	0° - 15°	A	< 90°	Dive or roll angle	15° - 45°	A
		Inflates in less than 3 sec from start of pilot action			C	Spontaneous re-inflation			A
Re-inflation behavior									
Total change of course	Less than 360°			A	Less than 360°			A	
Collapse on the opposite side occurs	No			A	No			A	
Twist occurs	No			A	No			A	
Cascade occurs	No			A	No			A	
Change of course until re-inflation	trim speed, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	15° - 45°	B
		Inflates in less than 3 sec from start of pilot action			C	Spontaneous re-inflation			A
Re-inflation behavior									
Total change of course	Less than 360°			A	Less than 360°			A	
Collapse on the opposite side occurs	No			A	No			A	
Twist occurs	No			A	No			A	
Cascade occurs	No			A	No			A	
Change of course until re-inflation	accelerated, max 50% collapse	< 90°	Dive or roll angle	15° - 45°	A	90° - 180°	Dive or roll angle	15° - 45°	B
		Inflates in less than 3 sec from start of pilot action			C	Spontaneous re-inflation			A
Re-inflation behavior									
Total change of course	Less than 360°			A	Less than 360°			A	
Collapse on the opposite side occurs	No			A	No			A	
Twist occurs	No			A	No			A	
Cascade occurs	No			A	No			A	
Change of course until re-inflation	accelerated, max 75% collapse	90° - 180°	Dive or roll angle	15° - 45°	B	90° - 180°	Dive or roll angle	45° - 60°	C
		Inflates in less than 3 sec from start of pilot action			C	Inflates in less than 3 sec from start of pilot action			C
Re-inflation behavior									
Total change of course	Less than 360°			A	Less than 360°			A	
Collapse on the opposite side occurs	No			A	No			A	
Twist occurs	No			A	No			A	
Cascade occurs	No			A	No			A	
15. Directional control with a maintained asymmetric collapse - 4.4.15									
Able to keep course straight	Yes			A	Yes			A	
180° turn away from the collapsed side possible in 10 sec	Yes			A	Yes			A	
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			A	
17. Low speed spin tendency - 4.4.17									
Spin occurs	No			A	No			A	
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	
Cascade occurs	No			A	No			A	
19. B-line-stall - 4.4.19									
Change of course before release				NA				NA	
Behaviour before release				NA				NA	
Recovery				NA				NA	
Dive forward angle on exit				NA				NA	
Cascade occurs				NA				NA	
20. Big ears - 4.4.20									
Entry procedure	Special device required			A	Special device required			A	
Behaviour during big ears	Unstable flight			C	Stable flight			A	
Recovery	Recovery through pilot action in less than a further 3 sec			B	Recovery through pilot action in less than a further 3 sec			B	
Dive forward angle on exit	0° - 30°			A	0° bis 30°			A	
21. Big Ears in accelerated flight - 4.4.21									
Entry procedure	Special device required			A	Special device required			A	
Behaviour during big ears	Unstable flight			C	Stable flight			A	
Recovery	Recovery through pilot action in less than a further 3 sec			B	Recovery through pilot action in less than a further 3 sec			B	
Dive forward angle on exit	0° - 30°			A	0° bis 30°			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	
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 described				NA				NA	
Procedure suitable for novice pilots				NA				NA	
Cascade occurs				NA				NA	
24. Remarks of testpilot:									