




FTR - Flight Test Report

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

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|--------------|---|------------------|----------------------|
| Manufacturer |  Skywalk GmbH & Co.KG Windsckstr. 4 D-83250 Maquarstein | Type testing No. | EAPR-GS-0511/16 |
| | | serial number | Proto |
| Model | Poison X-Alps S | Location | Gardasee Gardasee |



Rev. 2.3 - 26.11.2014
 EAPR GmbH - Marktstr. 11
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| | | | | | |
|-------------------------|-------------------|---|-------------|---|--------|
| Date of testing | 16.03.2016 | Minimum take off weight | 85 kg | Maximum take off weight | 105 kg |
| Testpilot | Johannes Tschofen |  | Anselm Rauh |  | |
| Harness | EAPR Equipment | | EAPR light | | |
| Pilot's take off weight | 85 kg | | 106 kg | | |

| | |
|----------------|---|
| Classification | D |
|----------------|---|



| 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 |

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|--|--|--|--------------------|-----------|--|--|--------------------|-----------|---|
| 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 | Inflates in less than 3 sec from start of pilot action | | | C | Spontaneous re-inflation | | | A | |
| 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 | Inflates in less than 3 sec from start of pilot action | | | C | Spontaneous re-inflation | | | A | |
| 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 | Inflates in less than 3 sec from start of pilot action | | | C | Spontaneous re-inflation | | | A | |
| 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 | Inflates in less than 3 sec from start of pilot action | | | C | Inflates in less than 3 sec from start of pilot action | | | C | |
| 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: | | | | | | | | | |