FTR - Flight Test Report Dieser Prüfbericht darf ohne schriftliche Zustimmung der EAPR nicht, auch nicht au

Manufacturer	SKYWALK	Type testing No.	EAPR-GS-305/14	
	Skywalk GmbH & Co.KG Bahnhofstraße 110 D-83224 Grassau	serial number	tx34l201407-05	
Model	Arriba L	Laastian	Achensee / Rofan	
		Location	Salve, Hopfgarten	



Rev. 2.1 - 06.03.2014 EAPR GmbH - Marktstr. 11 D-87730 Bad Grönenbach - Germany

Date of testing	07.08.2014	Minimum take off weight 100 kg		Maximum take off weight 135 kg		
Testpilot		Mario Eder		Anselm Rauh		
Harness		EAPR Testgurtzeug		EAPR schwer		
Pilot's take off weight		100 kg		133 kg	1	

Classification

В



Test-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.1.1					
Rising behavior		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique required		No	А	No	Α
2. Landing - 4.1.2					
Special landing technique required		No	Α	No	Α
3. Speeds in straight flight - 4.1.3					
Trim speed more than 30km/h		Yes	А	Yes	Α
Speed range using the controls larger than 10km/l	h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg		Increasing > 60cm	Α		-
Max. weight in flight greater than 100kg			-	Increasing >65 cm	А
5. Pitch stability exiting accelerated flight - 4.1.	.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 fl	ight - 4.1.6			
Collapse occurs		No	А	No	Α
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	Α	Reducing	Α
8. Stability in gentle spirals - 4.1.8					
Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	Α
9. Behaviour in a steeply banked turn - 4.1.9				•	
Sink rate after two turns		More than 14m/s	В	More than 14m/s	В
10. Symmetric front collapse - 4.1.10					
Entry		Rocking back less than 45°	Α	Rocking back less than 45°	A
Recovery	trim speed	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	<u>E</u>	0° - 30° Keeping course	А	0° - 30° Keeping course	Α
Cascade occurs	=	No	Α	No	Α
Entry	р	Rocking back less than 45°	А	Rocking back less than 45°	Α
Recovery	accelerated	Spontaneous in less than 3 sec	А	Spontaneous in less than 3 sec	А
Dive forward angle on exit	ecce	0° - 30° Keeping course	Α	0° - 30° Keeping course	Α
Cascade occurs	Ø	No	А	No	Α
11. Exiting deep stall (parachutal stall) - 4.1.11					

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Deep stall achieved		Yes			Yes			
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in less than 3 sec			А
Dive forward angle on exit	0° - 30°		A	0° - 30°			A	
Change of course	Changing course less than 45°			Α	Changing course less than 45°			Α
Cascade occurs 12. High angle of attack recovery - 4.1.12		No		А	No			Α
,		_						
Recovery		Spontaneous in less than 3 sec		Α	Spontaneous in	less than 3 sec		Α
Cascade occurs	•	No		Α	No			Α
Recovery from a developed full stall - 4.1.1 Dive forward angle on exit	3	30° - 60°		В	30° - 60°			В
Collapse		No collapse		A	No collapse			A
Cascade occurs (other than collapse)		No Less than 45°		A	No			A
Rocking backward Line tension		Most lines tight		A	Less than 45° Most lines tight			A A
14. Asymmetric collapse (trim speed) - 4.1.14		-						
Change of course until re-inflation	m.	< 90° Dive or roll angle	15° - 45°	А	< 90°	Dive or roll angle	15° - 45°	Α
	trim speed, max 50% collapse			_		<u> </u>		
Re-inflation behavior	e od	Spontaneous re-inflation		Α	Spontaneous re-	-inflation		А
Total change of course Collapse on the opposite side occurs	rim 8	Less than 360°		A	Less than 360°			A A
Twist occurs	max t	No		A	No			A
Cascade occurs		No	Т	Α	No	1		Α
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	trim speed, max 75% collapse	Spontaneous re-inflation		Α	Spontaneous re-	-inflation		Α
Total change of course	spe 5% a	Less than 360°		A	Less than 360°			A
Collapse on the opposite side occurs	trim ax 75	No		Α	No			Α
Twist occurs Cascade occurs	Ë	No No		A A	No No			A A
					1			
Change of course until re-inflation	accelerated, max 50% collapse	< 90° Dive or roll angle	15° - 45°	Α	< 90°	Dive or roll angle	15° - 45°	A
Re-inflation behavior	accelerated, x 50% collap	Spontaneous re-inflation		Α	Spontaneous re-	-inflation		А
Total change of course Collapse on the opposite side occurs	ccele 50%	Less than 360°		A A	Less than 360° No			A A
Twist occurs	max	No		A	No			A
Cascade occurs		No	T	Α	No	1		Α
Change of course until re-inflation	dr.	90° - 180° Dive or roll angle	15° - 45°	В	90° - 180°	Dive or roll angle	15° - 45°	В
Re-inflation behavior	accelerated, max 75% collapse	Spontaneous re-inflation	Α	Less than 360° No			Α	
Total change of course	cele 75%	Less than 360°	Α				Α	
Collapse on the opposite side occurs Twist occurs	ac	No No	A A				A A	
Cascade occurs	_	No		A	No			A
15. Directional control with a maintained asym	metric col				L			
Able to keep course straight		Yes		Α	Yes			A
180° turn away from the collapsed side possible in 10 sec		Yes		Α	Yes			А
Amount of control range between turn and stall or spin More than 50% of the symmetric control travel		А	More than 50% of	of the symmetric c	ontrol travel	Α		
16. Trim speed spin tendency - 4.1.16		Late			Lvi			
Spin occurs 17. Low speed spin tendency - 4.1.17		No		Α	No			Α
Spin occurs		No		А	No			А
18. Recovery from a developed spin - 4.1.18								
Spin rotation angle after release		Stops spinning in less than 90°		Α	Stops spinning i	n less than 90°		А
Cascade occurs		No		A	No			A
19. B-line-stall - 4.1.19								
Change of course before release		Changing course less than 45°		Α	Changing course	e less than 45°		Α
Behaviour before release		Remains stable with straight span		Α	Remains stable with straight span			Α
Recovery		Spontaneous in less than 3 sec		A	Spontaneous in less than 3 sec			A
Dive forward angle on exit Cascade occurs		0° - 30° No		A A	No			A A
20. Big ears - 4.1.20								
		Special device required		А	Special device re	equired		А
Behaviour during big ears		Stable flight		Α	Stable flight			Α
Recovery		Recovery through pilot action in less than a further 3 sec		В	Spontaneous in	less than 3 sec		Α
Dive forward angle on exit		0° - 30°		Α	0° bis 30°			А
21. Big Ears in accelerated flight - 4.1.21		Canada da in antico		_	On exist at a			1
		Special device required		A	Special device re	equired		A
Recovery			Stable flight Recovery through pilot action in less than a further		Stable flight			A
Recovery 3 sec		В	Spontaneous in	less than 3 sec		Α		
Dive forward angle on exit Behaviour immediately after releasing the accelarator while		0° - 30°		Α	0° bis 30°			A
maintaining big ears		Stable flight	Α	Stable flight			Α	

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Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
23. Alternative means of directional control -	4.1.23			
180° turn achievable in 20 sec	Yes	А	Yes	А
Stall or spin occurs	No	Α	No	Α
24. Any other flight procedure and/or configur	ration described in the user's manual - 4.1.24			
Procedure works as descibed		NA		NA
Procedure suitable for novice pilots		NA		NA
Cascade occurs		NA		NA
25. Remarks of testpilot:				
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