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DHV TEST REPORT LTF 2003

SKYWALK CHILI S		
<b>Type designation</b>	Skywalk Chili S	
<b>Type test reference no</b>	DHV GS-01-1504-06	
<b>Holder of certification</b>	<a href="#">Skywalk GmbH &amp; Co. KG</a>	
<b>Manufacturer</b>	<a href="#">Skywalk GmbH &amp; Co. KG</a>	
<b>Classification</b>	1-2 GH	
<b>Winch towing</b>	Yes	
<b>Number of seats min / max</b>	1 / 1	
<b>Accelerator</b>	Yes	
<b>Trimmers</b>	No	
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (75KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (95KG)
<b>Take off</b>	1	1
<b>Inflation</b>	evenly, immediately	evenly, immediately
<b>Rising behaviour</b>	immediately comes over pilot	immediately comes over pilot
<b>Take off speed</b>	average	average
<b>Take off handling</b>	easy	easy
<b>Straight flight</b>	1-2	1-2
<b>Roll damping</b>	average	average

<b>Turn handling</b>	<b>1-2</b>	<b>1-2</b>
<b>Spin tendency</b> slight		slight
<b>Control travel</b> average		average
<b>Agility</b> average		average
<b>Symmetric stall</b>	<b>1-2</b>	<b>1-2</b>
<b>Deep-stall limit</b> average 60 cm - 75 cm		average 60 cm - 75 cm
<b>Full stall limit</b> average 65 cm - 80 cm		average 65 cm - 80 cm
<b>Increase in steering power</b> high		high
<b>Front collapse</b>	<b>1-2</b>	<b>1-2</b>
<b>Pre-acceleration</b> average		average
<b>Opening behaviour</b> spontaneous, delayed		spontaneous, delayed
<b>Asymmetric collapse</b>	<b>1-2</b>	<b>1-2</b>
<b>Turn tendency</b> < 90 degrees		< 90 degrees
<b>Change of course</b> 90 - 180 degrees		90 - 180 degrees
<b>Rate of turn</b> average		average
		with deceleration
<b>Max. roll/pitch angle</b> less than 45 degrees		less than 45 degrees
<b>Loss of altitude</b> average		average
<b>Stabilization</b> spontaneous		spontaneous
<b>Opening behaviour</b> spontaneous		spontaneous
<b>Countersteering an asymmetric collapse</b>	<b>1-2</b>	<b>1-2</b>
<b>Stabilization</b> countersteering easy		countersteering easy
<b>Control travel</b> average		average
<b>Control pressure increase</b> high		high
<b>Turn in opposite direction</b> easy, no tendency to stall		easy, no tendency to stall
<b>Opening behaviour</b> spontaneous, quickly		spontaneous, quickly
<b>Full stall, symm. exit</b>	<b>1-2</b>	<b>1-2</b>
<b>Spin out of straight flight</b>	<b>1-2</b>	<b>1-2</b>
<b>Spin out of turn</b>	<b>1</b>	<b>1</b>
<b>Spiral dive</b> 	<b>1-2</b>	<b>1-2</b>

	<b>Entry</b> easy	easy
	<b>Spin tendency</b> slight	slight
	<b>Exit</b> turn continues through < 180 degrees	turn continues through < 180 degrees
	<b>Sink rate after 720 °[m/s]</b> 8	9
<b>B-line stall</b>	<b>1-2</b>	<b>1</b>
	<b>Entry</b> easy	easy
	<b>Exit</b> delayed acceleration < 4 sec	spontaneous
<b>Big ears</b>	<b>1</b>	<b>1</b>
	<b>Entry</b> easy	easy
	<b>Recovery</b> spontaneous, quickly	spontaneous, quickly
<b>Landing</b>	<b>1-2</b>	<b>1-2</b>
	<b>Landing behaviour</b> easy	easy
<b>Front collapse (accelerated)</b>	<b>1-2</b>	<b>1-2</b>
	<b>Pre-acceleration</b> slight	slight
	<b>Opening behaviour</b> spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	<b>1-2</b>	<b>1-2</b>
	<b>Turn tendency</b> 90 - 180 degrees	90 - 180 degrees
	<b>Change of course</b> 90 - 180 degrees	90 - 180 degrees
	<b>Rate of turn</b> average	average
	with deceleration	
	<b>Max. roll/pitch angle</b> less than 45 degrees	less than 45 degrees
	<b>Loss of altitude</b> average	average
	<b>Stabilization</b> spontaneous	spontaneous
	<b>Opening behaviour</b> spontaneous	spontaneous
<b>Big ears accelerated</b>	<b>1</b>	<b>1</b>
	<b>Entry</b> easy	easy
	<b>Recovery</b> spontaneous, quickly	spontaneous, quickly

