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DHV TEST REPORT LTF 2003

| SKYWALK CHILI XL | | |
|----------------------------------|--|--|
| Type designation | Skywalk Chili XL | |
| Type test reference no | DHV GS-01-1563-06 | |
| Holder of certification | Skywalk GmbH & Co. KG | |
| Manufacturer | Skywalk GmbH & Co. KG | |
| Classification | 1-2 Biplace, GH | |
| Winch towing | Yes | |
| Number of seats min / max | 1 / 2 | |
| Accelerator | Yes | |
| Trimmers | No | |
| | BEHAVIOUR AT MIN WEIGHT IN FLIGHT (115KG) | BEHAVIOUR AT MAX WEIGHT IN FLIGHT (150KG) |
| Take off | 1 | 1-2 |
| Inflation | evenly, immediately | evenly, immediately |
| Rising behaviour | immediately comes over pilot | immediately comes over pilot |
| Take off speed | average | high |
| Take off handling | easy | average |
| Straight flight | 1-2 | 1-2 |
| Roll damping | average | average |

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

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