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						Skywalk Mescal 4 XS				
						DHV GS-01-2016-13 <u>Skywalk GmbH &amp; Co. KG</u>				
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Inflation/ta	ake-off Special tal	ke off te		g beha	pilots	FLIGHT (55K Gudrun Öchsl A Smooth, easy and constant rising	B	eni Stocker	ng	
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			echniq	g beha jue req	pilots viour s uired f	FLIGHT (55K Gudrun Öchsi A Smooth, easy and constant rising No	BASS	Eeni Stocker A imooth, easy and constant risin to	ng	
Landing	Special tal	nding te	echniq	g beha jue req	pilots viour S uired M	FLIGHT (55K Gudrun Öchsi A Smooth, easy and constant rising No	B A S N	Eeni Stocker A mooth, easy and constant risin to	ng	
Landing Speeds in s	Special tal Special la straight fligh Trim s	nding te <u>t</u> peed m	echniq echniq ore th	g beha jue req jue req juan 30 k	pilots viour S uired M uired M	F L I G H T ( 5 5 K F L I G H	B S N A Y	Even i Stocker Asmooth, easy and constant risin to Allo Ases	ng	
Landing Speeds in s	Special tal Special la straight fligh	nding te <u>t</u> peed m	echniq echniq ore th ols lar	g behav ue requ uue requ aan 30 k rger tha	viour S uired f uired f km/h km/h	F       L       I       G       H       T       (       5       5       K         Image: Second state of the	B A S N A N Y Y	En i Stocker A mooth, easy and constant risin o A to	ng	
Landing Speeds in s	Special tal Special la straight fligh Trim s	nding te <u>t</u> peed m	echniq echniq ore th ols lar	g behav ue requ uue requ aan 30 k rger tha	viour S uired f uired f km/h km/h	F L I G H T ( 5 5 K F L I G H	B A S N A N Y Y	Even i Stocker Asmooth, easy and constant risin to Allo Ases	ng	
Landing Speeds in s	Special tal Special la straight fligh Trim s inge using th	nding te <u>t</u> peed m	echniq echniq ore th ols lar	g behav ue requ uue requ aan 30 k rger tha	pilots pilots viour S uired N uired N km/h speed L	F       L       I       G       H       T       (       5       5       K         Image: Second state of the	B A S N A N Y Y	Seni Stocker A mooth, easy and constant risin to A to A tes tes tes tes tes than 25 km/h	ng	
<u>Landing</u> Speeds in s	Special tal Special la straight fligh Trim s inge using th vement Syn	nding te t peed m e contro mmetric	echniq echniq ore th ols lar Mini	g beha jue requ jue requ aan 30 k rger tha k imum s rol pres	viour S uired f uired f km/h km/h speed L ssure I	F L I G H T ( 5 5 K   Gudrun Öchsi   A   Smooth, easy and constant rising   No   A   Yes   Yes </td <td>B A S N A N A Y C L C I I I I I</td> <td>En i Stocker A imooth, easy and constant risin to A</td> <td></td> <td></td>	B A S N A N A Y C L C I I I I I	En i Stocker A imooth, easy and constant risin to A		
<u>Landing</u> Speeds in s	Special tal Special la straight fligh Trim s inge using th vement Syn	nding te t peed m e contro mmetric	echniq echniq ore th ols lar Mini	g beha jue requ jue requ aan 30 k rger tha k imum s rol pres	viour S uired f uired f km/h km/h speed L ssure I	F       L       I       G       H       T       (       5       5       K         Image: Second state of the	B A S N A N A Y C L C I I I I I	Eeni Stocker A imooth, easy and constant risin to A lo A es es ess than 25 km/h	ng	
Landing Speeds in s Speed ra Control mo	Special tal Special la straight fligh Trim s unge using th vement Syn	nding te t peed m e contro mmetric Symmet	echniq ore th ols lar Mini c contr tric co	g beha jue requ jue requ an 30 k rger tha s ger tha s for the s for the the the the s for the s for the s for the the the the the the the the the the	viour S uired f uired f km/h speed L ssure I ravel (	F L I G H T ( 5 5 K   Gudrun Öchsi   A   Smooth, easy and constant rising   No   A   Yes   Yes   Yes   Yes   Yes   Gudrun 25 km/h   A   Increasing   Greater than 55 cm	B A S N A N A Y C L C I I I I I	Seni Stocker Armooth, easy and constant risin to A to A tes tes tes tes tes tes than 25 km/h A to A tes tes tes tes than 25 km/h		
Landing Speeds in s Speed ra Control mo	Special tal Special la straight fligh Trim s unge using th vement Syn	nding te t peed m e contro mmetric Symmet	echniq echniq ore th ols lar Mini c contr tric co ted fili vard a	g beha jue requ jue requ nan 30 k rger tha son so rol presontrol to ght ngle or	viour S uired f uired f km/h speed L ssure I ravel (	F       L       I       G       H       T       (       5       5       K         Image: Second state of the	B B S N A N A Y A Y C L C A I I I I I G G D	Seni Stocker Simooth, easy and constant risin to A lo lo lo lo lo lo lo lo lo lo		
Landing Speeds in s Speed ra Control mo	Special tal Special la straight fligh Trim s unge using th vement Syn	nding te t peed m e contro mmetric Symmet	echniq echniq ore th ols lar Mini c contr tric co ted fili vard a	g beha jue requ jue requ an 30 k rger tha s ger tha s for the s for the the the the s for the s for the s for the the the the the the the the the the	viour S uired f uired f km/h speed L ssure I ravel (	F       L       I       G       H       T       (       5       5       K         Image: Second state of the	B A S N A N Y A Y C L C A I I T I G G	Seni Stocker Simooth, easy and constant risin to A lo lo lo lo lo lo lo lo lo lo		
Landing Speeds in s Speed ra Control mo Pitch stabil	Special tal Special la straight fligh Trim s inge using th vement Syn ity exiting a D	nding te t peed me e contro symmetric Symmetric symmetri	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue requ jue requ an 30 F rger tha imum s ontrol tr ght ngle or apse of	pilots pilots viour S uired M uired M uired M km/h speed L ssure I ravel ( ccurs M	F       L       I       G       H       T       (       5       5       K         Image: Second state of the	B B S N A N A Y A Y C L C A I I I I I G G D	Anoreasing Greater than 55 cm Anoreasing Greater than 30° to		
Landing Speeds in s Speed ra Control mo	Special tal Special la straight fligh Trim s inge using th vement Syn ity exiting a D	nding te t peed me e contro symmetric Symmetric symmetri	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue requ jue requ an 30 F rger tha imum s ontrol tr ght ngle or apse of	pilots pilots viour S uired N uired N an 10 \ km/h speed L ravel ( ravel ( ccurs N	F L I G H T ( 5 5 K   Gudrun Öchsi   A   Smooth, easy and constant rising   No   A   No   A   Yes   Yes   Yes   Yes   Greater than 25 km/h   A   Increasing   Greater than 55 cm   A   Dive forward less than 30°   No	B B S N N A Yu Yu Lu In G In G N N	A control of the set o		
Landing Speeds in s Speed ra Control mo Pitch stabil accelerated	Special tal Special la straight fligh Trim s inge using th vement Syn lity exiting a D lity operating d flight	nding te t peed me e contro Symmet ccelerat ive forw	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue requ jue requ aan 30 k rger tha ger tha sontrol tr apt apse of ing	pilots pilots viour S uired f uired f uired f km/h speed L ssure I ravel ( ccurs f ccurs f	F L I G H T ( 5 5 K   Gudrun Öchsi   A   Smooth, easy and constant rising   No   A   No   A   Yes   Yes   Yes   Yes   Greater than 55 cm   A   Dive forward less than 30°   No	B B S N A N Y A Y A Y A Y A Y A Y A Y A Y A Y	Seni Stocker A mooth, easy and constant risin to A to A tes tes tes tes tes tes tes tes tes tes		
Landing Speeds in s Speed ra Control mo Pitch stabil accelerated	Special tal Special la straight fligh Trim s inge using th vement Syn ity exiting a D	nding te t peed me e contro Symmet ccelerat ive forw	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue requ jue requ an 30 k rger tha fimum s pontrol tr apt apse of apse of	pilots pilots viour S uired f uired f uired f uired f km/h speed L ssure I ravel ( ccurs f ccurs f	F L I G H T ( 5 5 K   Gudrun Öchsi   A   Smooth, easy and constant rising   No   A   No   A   Yes   Yes   Yes   Yes   Greater than 55 cm   A   Dive forward less than 30°   No   A   No   A   No   A   A   Dive forward less than 30°   No   A   No   A	B B S N A N A Y A Y C C C A N A N A N N A N N N N N N N N N	A constant risin a constant r		
Landing Speeds in s Speed ra Control mo Pitch stabil accelerated	Special tal Special la straight fligh Trim s inge using th vement Syn lity exiting a D lity operating d flight	nding te t peed me e contro Symmet ccelerat ive forw	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue required an 30 k rger tha imum s rol pres ontrol tr apt apse or ing apse or	pilots pilots viour S uired f uired f uired f uired f km/h speed L ssure I ravel ( ccurs f ccurs f	F L I G H T ( 5 5 K   Gudrun Öchsi   A   Smooth, easy and constant rising   No   A   No   A   Yes   Yes   Yes   Yes   Greater than 55 cm   A   Dive forward less than 30°   No	B B S N A N A Y A Y C C C A N A N A N N A N N N N N N N N N	Seni Stocker A mooth, easy and constant risin to A to A tes tes tes tes tes tes tes tes tes tes		
Landing Speeds in s Speed ra Control mo Pitch stabil accelerated	Special tal Special la straight fligh Trim s inge using th vement Syn lity exiting a D lity operating d flight	nding te t peed ma e contro Symmetric Symmetric Symmetric Symmetric symmetri	echniq echniq ore th ols lar Mini tric co ted fili ward a Coll	g beha jue required an 30 k rger tha imum s rol pres ontrol tr apt apse or ing apse or	pilots pilots viour S uired f uired f uired f km/h speed L ssure I ravel ( ccurs f ccurs f ccurs f	F L I G H T ( 5 5 K   Gudrun Öchsi   A   Smooth, easy and constant rising   No   A   No   A   Yes   Yes   Yes   Yes   Greater than 55 cm   A   Dive forward less than 30°   No   A   No   A   No   A   A   Dive forward less than 30°   No   A   No   A	B B S N A N A Y A Y C C C A N A N A N N A N N N N N N N N N	Seni Stocker A mooth, easy and constant risin to A to A tes es ess than 25 km/h A moreasing Greater than 55 cm A bive forward less than 30° to A teducing		
Landing Speeds in s Speed ra Control mo Pitch stabil accelerated	Special tal Special la straight fligh Trim s inge using th vement Syn lity exiting a D lity operating d flight ty and dampi	nding te t peed ma e contro Symmetric Symmetric Symmetric symmetri	echniq ore th ols lar Mini tric co ted fili vard a Coll ols dur	g behav jue required an 30 k ger that imum s control tr apse of apse of coscilla	pilots pilots viour S uired f uired f uired f km/h speed L ssure I ravel ( ccurs f ccurs f ccurs f	F L I G H T ( 5 5 K   Gudrun Öchsi   A   Smooth, easy and constant rising   No   A   No   A   Yes   Yes   Yes   Yes   Yes   Greater than 55 cm   A   Dive forward less than 30°   No   A   Reducing	B B S N A N Y A Y A Y A A N N A A R A R	Seni Stocker A mooth, easy and constant risin to A to A tes es ess than 25 km/h A moreasing Greater than 55 cm A bive forward less than 30° to A teducing		
Landing Speeds in s Speed ra Control mo Pitch stabil accelerated Roll stability in	Special tal Special la straight fligh Trim s inge using th vement Syn lity exiting a D lity operating d flight ty and dampi	nding te t peed ma e contro Symmetric Symmetric Symmetric Symmetric symmetri	echniq echniq ore th ols lar Mini tric co ted fili vard a Coll ols dur Coll	g behav jue required an 30 k ger that imum s col press ontrol tr apse of apse of apse of apse of apse of apse of	pilots pilots viour S uired f uired f uired f km/h speed L ssure I ravel ( ccurs f ccurs f tions f	F L I G H T ( 5 5 K   Gudrun Öchsi   A   Smooth, easy and constant rising   No   A   No   A   Yes   Yes   Yes   Less than 25 km/h   A   Dive forward less than 30°   No   A   No   A   Reducing	B B S N A N Y A Y A Y A A N N A A R A R	A control of the set o		



		Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30°
Recovery Dive forward angle on exi Change of course	<ul> <li>Spontaneous in less than 3 s</li> <li>t Dive forward 0° to 30°</li> </ul>	Spontaneous in less than 3 s
Change of course		Dive forward 0° to 30°
-		
Cascade occurs	keeping course	Keeping course
	s No	No
Symmetric front collapse in accelerated flight	A	A
	Rocking back less than 45°	Rocking back less than 45°
	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi		Dive forward 0° to 30°
Change of course		Keeping course
Cascade occurs		No
	1	1
Exiting deep stall (parachutal stall)	¦A	<u>'</u> A
Deep stall achieved		Yes
-	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	Changing course less than 45°	Dive forward 0° to 30° Changing course less than 45°
Change of course Cascade occurs		No
ligh angle of attack recovery	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs		No
Recovery from a developed full stall	A	A
Dive forward angle on exi	t Dive forward 0° to 30°	Dive forward 0° to 30°
	a No collapse	No collapse
Cascade occurs (other than collapses	) No	No
	Less than 45°	Less than 45°
Line tensior	n Most lines tight	Most lines tight
Asymmetric colleges 45 500/	A	A
Asymmetric collapse 45-50%		·
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle Re-inflation behaviour	r Spontaneous re-inflation	Dive or roll angle 15° to 45° Spontaneous re-inflation
Total change of course	•	Less than 360°
Collapse on the opposite side occurs		No
Twist occurs	s No	No
Cascade occurs	s No	No
	1	1
Asymmetric collapse 70-75%	A	¦A
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle	-	Dive or roll angle 15° to 45°
	r Spontaneous re-inflation	Spontaneous re-inflation
Total change of course Collapse on the opposite side occurs		Less than 360° No
Twist occurs		No
Cascade occurs		No
Asymmetric collapse 45-50% in accelerated	A	A
flight	- <u>+</u>	- <u>+</u>
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle	-	Dive or roll angle 15° to 45°
Re-inflation behaviou Total change of course	r Spontaneous re-inflation	Spontaneous re-inflation Less than 360°
Collapse on the opposite side occurs		No
Twist occurs		No
Cascade occurs	s No	No
		1
Asymmetric collapse 70-75% in accelerated	A	A
flight		<u>.</u>
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle Re-inflation behaviou	<ul> <li>Dive or roll angle 15° to 45°</li> <li>r Spontaneous re-inflation</li> </ul>	Dive or roll angle 15° to 45° Spontaneous re-inflation
Total change of course	•	Less than 360°
Collapse on the opposite side occurs		No
Twist occurs		No
Cascade occurs		No
Directional control with a maintained	A	A
asymmetric collapse	<u>.</u>	<u>.</u>
	* Yes	Yes
Able to keep course		N/
	e Yes	Yes
Able to keep course 180° turn away from the collapsed side possible	e Yes s	More than 50 % of the symmetric
Able to keep course 180° turn away from the collapsed side possible in 10 Amount of control range between turn and stal	e Yes s	
Able to keep course 180° turn away from the collapsed side possible in 10 Amount of control range between turn and stal	e Yes s I More than 50 % of the symmetric control	More than 50 % of the symmetric



	<u>.</u>	<u>.</u>
Spin occurs	No	No
		1
Low speed spin tendency	Α	¦A
Spin occurs	No	No
Recovery from a developed spin	Α	A
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	1 1 5	No.
B-line stall	A	A
		<u>.</u>
Change of course before release	5 5	Changing course less than 45°
	Remains stable with straight span	Remains stable with straight span Spontaneous in less than 3 s
-	Spontaneous in less than 3 s	Dive forward 0° to 30°
Dive forward angle on exit Cascade occurs		No
Pin eero	A	A
<u>Big ears</u>	<u>.</u>	1
· · ·	Dedicated controls	Dedicated controls
Behaviour during big ears	-	Stable flight
	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	: Dive forward 0° to 30°	Dive forward 0° to 30°
	·	
Big ears in accelerated flight	A	<b>A</b>
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit		Dive forward 0° to 30°
Behaviour immediately after releasing the		Stable flight
accelerator while maintaining big ears		
Polovieus exiting a story exital		
Behaviour exiting a steep spiral	;A	A
Tendency to return to straight flight	•	Spontaneous exit
Turn angle to recover normal flight		Less than 720°, spontaneous recovery
Sink rate when evaluating spiral stability [m/s]	14	14
		1
Alternative means of directional control	<u> </u> A	¦A
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	No
Any other flight procedure and/or configuration	described in the user's manual	
No other flight procedure or configuration described in	the user's manual	

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