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DHV TESTREPORT LTF 2009

SKYWALK CAYENNE 4 L		
Type designation	Skywalk Cayenne 4 L	
Type test reference no	DHV GS-01-1971-12	
Holder of certification	<a href="#">Skywalk GmbH &amp; Co. KG</a>	
Manufacturer	<a href="#">Skywalk GmbH &amp; Co. KG</a>	
Classification	C	
Winch towing	Yes	
Number of seats min / max	1 / 1	
Accelerator	Yes	
Trimmers	No	
	<b>BEHAVIOUR AT MIN WEIGHT IN FLIGHT (100KG)</b>	<b>BEHAVIOUR AT MAX WEIGHT IN FLIGHT (120KG)</b>
Test pilots		
	<b>Harry Buntz</b>	<b>Reiner Brunn</b>
<b>Inflation/take-off</b>	A	A
Rising behaviour	Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique required	No	No
<b>Landing</b>	A	A
Special landing technique required	No	No
<b>Speeds in straight flight</b>	A	A
Trim speed more than 30 km/h	Yes	Yes
Speed range using the controls larger than 10 km/h	Yes	Yes
Minimum speed	Less than 25 km/h	Less than 25 km/h
<b>Control movement</b>	C	C
Symmetric control pressure	Increasing	Increasing
Symmetric control travel	45 cm to 60 cm	50 cm to 65 cm
<b>Pitch stability exiting accelerated flight</b>	A	A
Dive forward angle on exit	Dive forward less than 30°	Dive forward less than 30°
Collapse occurs	No	No
<b>Pitch stability operating controls during accelerated flight</b>	A	A
Collapse occurs	No	No
<b>Roll stability and damping</b>	A	A
Oscillations	Reducing	Reducing
<b>Stability in gentle spirals</b>	A	A
Tendency to return to straight flight	Spontaneous exit	Spontaneous exit
<b>Behaviour in a steeply banked turn</b> ⚠	B	B
Sink rate after two turns	More than 14 m/s	More than 14 m/s

<b>Symmetric front collapse</b>	<b>C</b>	<b>B</b>
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in 3 s to 5 s		Spontaneous in 3 s to 5 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 30° to 60°
<b>Change of course</b> Entering a turn of 90° to 180°		Keeping course
<b>Cascade occurs</b> No		No
<b>Symmetric front collapse in accelerated flight</b>	<b>C</b>	<b>B</b>
<b>Entry</b> Rocking back greater than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in 3 s to 5 s		Spontaneous in 3 s to 5 s
<b>Dive forward angle on exit</b> Dive forward 30° to 60°		Dive forward 30° to 60°
<b>Change of course</b> Entering a turn of 90° to 180°		Keeping course
<b>Cascade occurs</b> No		No
<b>Exiting deep stall (parachutal stall)</b>	<b>A</b>	<b>A</b>
<b>Deep stall achieved</b> Yes		Yes
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Changing course less than 45°		Changing course less than 45°
<b>Cascade occurs</b> No		No
<b>High angle of attack recovery</b>	<b>A</b>	<b>A</b>
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Cascade occurs</b> No		No
<b>Recovery from a developed full stall</b>	<b>B</b>	<b>A</b>
<b>Dive forward angle on exit</b> Dive forward 30° to 60°		Dive forward 0° to 30°
<b>Collapse</b> No collapse		No collapse
<b>Cascade occurs (other than collapses)</b> No		No
<b>Rocking back</b> Greater than 45°		Less than 45°
<b>Line tension</b> Most lines tight		Most lines tight
<b>Asymmetric collapse 45-50%</b>	<b>B</b>	<b>A</b>
<b>Change of course until re-inflation</b> 90° to 180°		Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 0° to 15°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 70-75%</b>	<b>C</b>	<b>C</b>
<b>Change of course until re-inflation</b> 180° to 360°		90° to 180°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 45° to 60°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> Yes, no turn reversal		Yes, no turn reversal
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 45-50% in accelerated flight</b>	<b>B</b>	<b>B</b>
<b>Change of course until re-inflation</b> 90° to 180°		90° to 180°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> No		No
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Asymmetric collapse 70-75% in accelerated flight</b>	<b>C</b>	<b>C</b>
<b>Change of course until re-inflation</b> 180° to 360°		90° to 180°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 45° to 60°		Dive or roll angle 45° to 60°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> Yes, no turn reversal		Yes, no turn reversal
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>Directional control with a maintained asymmetric collapse</b>	<b>A</b>	<b>A</b>

<b>Able to keep course</b>	Yes	Yes
<b>180° turn away from the collapsed side possible in 10 s</b>	Yes	Yes
<b>Amount of control range between turn and stall or spin</b>	More than 50 % of the symmetric control travel	More than 50 % of the symmetric control travel
<b>Trim speed spin tendency</b>		
<b>Spin occurs</b>	No	No
<b>Low speed spin tendency</b>		
<b>Spin occurs</b>	No	No
<b>Recovery from a developed spin</b>		
<b>Spin rotation angle after release</b>	Stops spinning in less than 90°	Stops spinning in less than 90°
<b>Cascade occurs</b>	No	No
<b>B-line stall</b>		
<b>Change of course before release</b>	Changing course less than 45°	Changing course less than 45°
<b>Behaviour before release</b>	Remains stable without straight span	Remains stable with straight span
<b>Recovery</b>	Spontaneous in less than 3 s	Spontaneous in less than 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Cascade occurs</b>	No	No
<b>Big ears</b>		
<b>Entry procedure</b>	Dedicated controls	Dedicated controls
<b>Behaviour during big ears</b>	Stable flight	Stable flight
<b>Recovery</b>	Recovery through pilot action in less than a further 3 s	Spontaneous in 3 s to 5 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Big ears in accelerated flight</b>		
<b>Entry procedure</b>	Dedicated controls	Dedicated controls
<b>Behaviour during big ears</b>	Stable flight	Stable flight
<b>Recovery</b>	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 s
<b>Dive forward angle on exit</b>	Dive forward 0° to 30°	Dive forward 0° to 30°
<b>Behaviour immediately after releasing the accelerator while maintaining big ears</b>	Stable flight	Stable flight
<b>Behaviour exiting a steep spiral</b>		
<b>Tendency to return to straight flight</b>	Spontaneous exit	Spontaneous exit
<b>Turn angle to recover normal flight</b>	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
<b>Sink rate when evaluating spiral stability [m/s]</b>	14	14
<b>Alternative means of directional control</b>		
<b>180° turn achievable in 20 s</b>	Yes	Yes
<b>Stall or spin occurs</b>	No	No
<b>Any other flight procedure and/or configuration described in the user's manual</b>		
No other flight procedure or configuration described in the user's manual		