



- DHV-tested Equipment
- All LTF-tested Equipment
- Manufacturers / Dealers
- Flying Schools
- Clubs

DHV Databases

- TECHNICAL DATA
- DHV TESTREPORT LTF
- DHV TESTREPORT EN
- DATASHEET
- PARTS LIST
- OPERATING INSTRUCTION
- PRINT



D H V T E S T R E P O R T L T F 2 0 0 9

S K Y W A L K C H I L I 3 M	
<b>Type designation</b>	Skywalk Chili3 M
<b>Type test reference no</b>	DHV GS-01-2017-13
<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>	B
<b>Winch towing</b>	Yes
<b>Number of seats min / max</b>	1 / 1
<b>Accelerator</b>	Yes
<b>Trimmers</b>	No



B E H A V I O U R A T B E N A W E D G R T A I  
F L I G H T ( 9 0 K G ) I N F L I G H T ( 1

<b>Test pilots</b>		
	<b>Beni Stocker</b>	<b>Harry Buntz</b>
<b>Inflation/take-off</b>	A	A
<b>Rising behaviour</b>	Smooth, easy and constant rising	Smooth, easy and constant rising
<b>Special take off technique required</b>	No	No
<b>Landing</b>	A	A
<b>Special landing technique required</b>	No	No
<b>Speeds in straight flight</b>	A	A
<b>Trim speed more than 30 km/h</b>	Yes	Yes
<b>Speed range using the controls larger than 10 km/h</b>	Yes	Yes
<b>Minimum speed</b>	Less than 25 km/h	Less than 25 km/h
<b>Control movement</b>	A	A
<b>Symmetric control pressure</b>	Increasing	Increasing
<b>Symmetric control travel</b>	Greater than 60 cm	Greater than 65 cm
<b>Pitch stability exiting accelerated flight</b>	A	A
<b>Dive forward angle on exit</b>	Dive forward less than 30°	Dive forward less than 30°
<b>Collapse occurs</b>	No	No
<b>Pitch stability operating controls during accelerated flight</b>	A	A
<b>Collapse occurs</b>	No	No
<b>Roll stability and damping</b>	A	A
<b>Oscillations</b>	Reducing	Reducing
<b>Stability in gentle spirals</b>	A	A
<b>Tendency to return to straight flight</b>	Spontaneous exit	Spontaneous exit
<b>Behaviour in a steeply banked turn</b> ⚠	A	A
<b>Sink rate after two turns</b>	Up to 12 m/s	Up to 12 m/s
<b>Symmetric front collapse</b>	A 	B 
<b>Entry</b>	Rocking back less than 45°	Rocking back less than 45°
<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 30° to 60°
<b>Change of course</b>	Keeping course	Entering a turn of less than 90°

Cascade occurs No No

**Symmetric front collapse in accelerated flight** B VIDEO B VIDEO

<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 30° to 60°	Dive forward 30° to 60°
<b>Change of course</b>	Entering a turn of less than 90°	Entering a turn of less than 90°
<b>Cascade occurs</b>	No	No

**Exiting deep stall (parachutal stall)** A A

<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

**High angle of attack recovery** A A

<b>Recovery</b>	Spontaneous in less than 3 s	Spontaneous in less than 3 s
<b>Cascade occurs</b>	No	No

**Recovery from a developed full stall** B B

<b>Dive forward angle on exit</b>	Dive forward 30° to 60°	Dive forward 30° to 60°
<b>Collapse</b>	No collapse	No collapse
<b>Cascade occurs (other than collapses)</b>	No	No
<b>Rocking back</b>	Less than 45°	Less than 45°
<b>Line tension</b>	Most lines tight	Most lines tight

**Asymmetric collapse 45-50%** A A

<b>Change of course until re-inflation</b>	Less than 90°	Less than 90°
<b>Maximum dive forward or roll angle</b>	Dive or roll angle 0° to 15°	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

**Asymmetric collapse 70-75%** B VIDEO B VIDEO

<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

**Asymmetric collapse 45-50% in accelerated flight** A B

<b>Change of course until re-inflation</b>	Less than 90°	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

**Asymmetric collapse 70-75% in accelerated flight** B VIDEO B VIDEO

<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

**Directional control with a maintained asymmetric collapse** A VIDEO A VIDEO

<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

**Trim speed spin tendency** A A

<b>Spin occurs</b>	No	No
--------------------	----	----

**Low speed spin tendency** A A

Spin occurs		No	No
<b>Recovery from a developed spin</b>		A	A
<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>		A 	A 
<b>Change of course before release</b>		Changing course less than 45°	Changing course less than 45°
<b>Behaviour before release</b>		Remains stable with 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 	B 
<b>Entry procedure</b>		Standard technique	Standard technique
<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>Big ears in accelerated flight</b>		B 	B 
<b>Entry procedure</b>		Standard technique	Standard technique
<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>		A	A
<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>		A	A
<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			