

Test report Chili3 - **Tester:** Andreas Pfister

Andi Pfister has been a paraglider pilot for 25 years. He has been testing paragliders for Fly and Glide for almost as long, and some time later he began testing for Thermikmagazin. Over the years he has evaluated over 240 different wings!

Andi is also a flight instructor and his home flying site is the Zillertal.

When Andi is not underway with a paraglider (his personal wing is a CHILI3), then he can usually be found in the cockpit of an airliner – as the pilot!

Lay out and control: The slim risers of the CHILI3 are nicely crafted and show a lot of love for detail. The glider can be quickly laid out thanks to a minimum of lines, I could not detect any tangles or knots. Color-coded lines make sorting very clear. The Rigifoils reinforce the leading edge.

Start: With the CHILI3, a light starting impulse is sufficient to initiate climb. You get immediate positive feedback of the climb and canopy position. With only short input on the A-risers, the canopy rises steadily and continuously. Once the canopy is over the pilot, the CHILI3 needs just a little braking to stabilize.

Flight: I tested the CHILI3 in size S with a launch weight of 98 kg. The wing makes a very stable and full impression, at my wing load I measured a trim speed of 38 to 39 km/h. The brake feedback is precise and sensitive. Even minimal steering pressure is directly and immediately implemented. That makes flying really enjoyable. In my opinion, the CHILI3 has made a big statement when it comes to handling. Another highlight of the Chili3 is the fun factor. Maneuvers like wingovers and reversals are simply awesome with this new model. The wing reacts well to weight shift in combination with brakes, the angle and dynamics increase almost continuously.

Brake pressure in the „Thermik“ working range is in the lower to middle range. When approaching stall point there is a noticeable increase. Stall itself is soft for the class and well controllable. I was even able to do a bit of testing in the thermals with the CHILI3 during the past couple of weeks. The Chili3 bites well and easily into thermals and the energy transfers well into climb. I tested two techniques for turning: the first time I let the CHILI3 fly at a higher speed using only the inside brake to crank it up. Here the canopy showed super climb, stayed neutrally overhead and could be controlled with precision. Then I flew the wing with a lot of inside brake with some outside brake at the same time in order to control the radius. This technique also worked well with the Chili3, since it can be flown remarkably slowly and controllably. This way you can also take advantage of extremely narrow and weak thermals as well.

Speed System: Because of an incorrect harness adjustment, I could only accelerate the canopy to about 90%. However, I was still able to reach 50 km/h with my wing load. Speed System pressure is pleasantly low, the canopy stays solid and a test of tensile strength showed still sufficient stability on the A-line level.

Descendaids

Big ears: At the beginning I had just a bit of a problem getting the canopy to fold over so that the wing tips remained calm and did not start to flap around on one or both sides. After speaking with Alex I tried the following technique: Grab the second riser (the riser that the outside A-lines are attached to) with a flat hand facing outwards and slowly turn your hand over. And see, it works. The wing stays solid and you can hold the maneuver. The sink rate stays at a usable 2,9 to 3,1 m/s, unaccelerated. After release the wing opens very slowly or by using the brakes.

B-Stall: Entering B-stall was easy and quick after overcoming the moderately high resistance. The CHILI3 loses a lot of surface in the B-stall and the sink is correspondingly high. I measured between 8 and 9 m/s. The canopy stayed solid with no deformations. Avoid releasing too suddenly, since the wing could react by shooting forward quickly.

Spirals: Due to the good brake response and the generally high agility of the CHILI3, you can enter a spiral very quickly and achieve a high sink rate.

Design: I currently fly with the green design, since I like the symmetrical swing design in connection with the color scheme. If I could design my own „customised CHILI3“, I would go with neon yellow or neon orange. Those are, in my opinion, the colors for 2013.

Summary: My very personal impression of the CHILI3: A real performance wing with pleasing, precise and yet simple steering. Launch is a pleasure, the descent aids work perfectly, only the big ears technique has to be described exactly. Additionally, the CHILI3 has a high fun factor, I have never had an EN-B wing in my hands before that is so much fun to do wingovers and co. All in all, Alex and the skywalk development crew did a super job!

Andi Pfister, February 5th, 2013