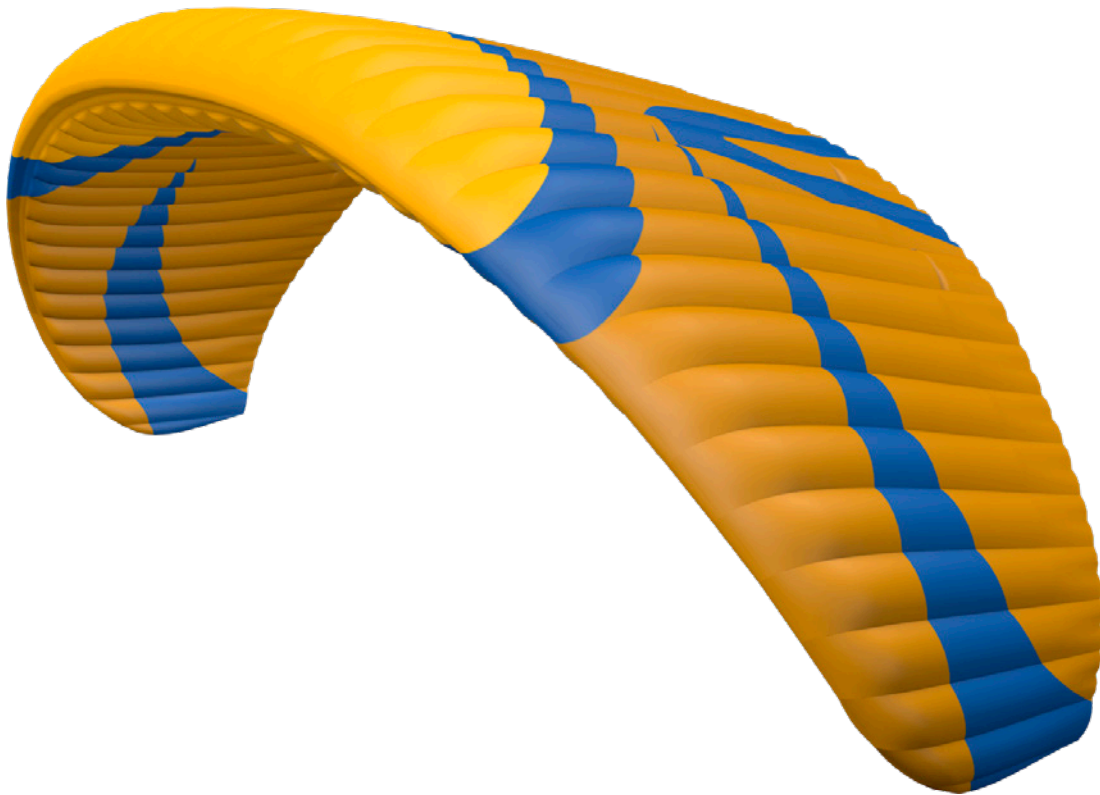


**SKYWALK**



# PRODUCT SHEET

MESCAL 6  
allrounder

New design features:

- **Agility System**
- **More finely tuned sizes**
- **Inward facing seams of the mini-ribs on the upper sail**
- **New 3D shaping**

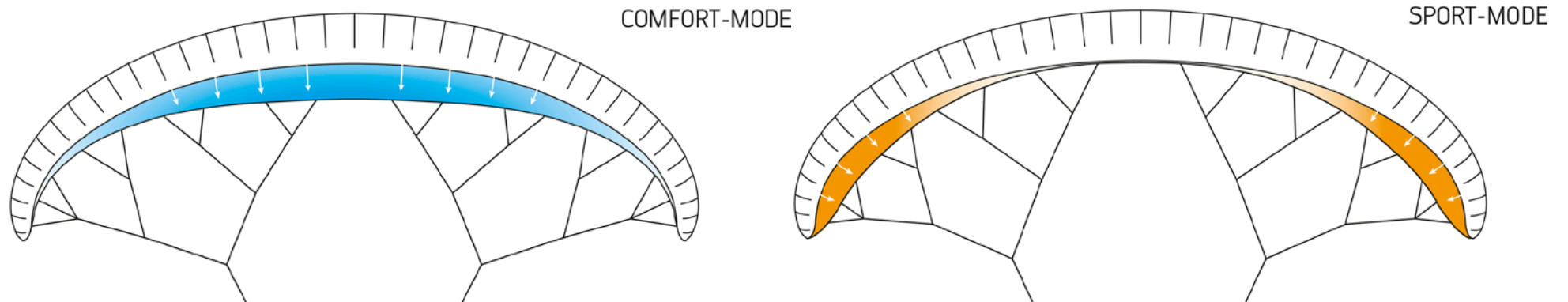
## Agility System

### EXPLANATION

The Agility System is a revolutionary concept that we are using for the first time with the MESCAL6. It is an adaptive system that allows you to convert between two brake line geometries - „Comfort-Mode“ and „Sport-Mode“

### CONCEPT

Depending on the mode, either the inner wing or the outer wing is articulated more strongly.



## Agility System

### WHAT IS THE DIFFERENCE BETWEEN THE TWO MODES?

→ Comfort-Mode: Here the brakes initially emphasize the center of the wing. This mode is perfectly adapted to training. The MESCAL6 reacts in the upper control range, the control pressure increases progressively and the pilot intuitively knows not to brake over the working range. The glider reacts directly to control inputs in the ideal range for student pilots, but turns flatter. For inexperienced pilots the MESCAL6 in Comfort-Mode is therefore easier to fly while circling.

Spiral entry is slower, and the glider won't dive into the turn as quickly.

Pulling the brake lines further will increase the bank angle without the maneuver becoming too agile.

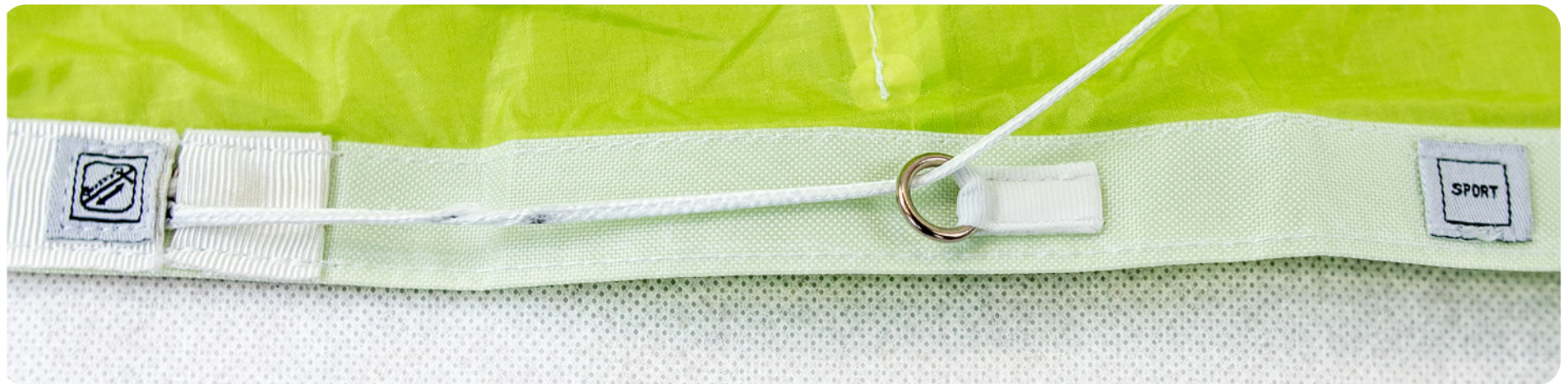
→ Sport-Mode: In Sport Mode the outer wing reacts to brake line input much earlier. The MESCAL6 reacts more spontaneously and with more bank angle, the handling becomes more direct and lively. The working range moves down a bit, the control pressure in the working range becomes lower and the bank angle can be adjusted in every position when turning. This makes the MESCAL6 easier to handle in tight thermals or close to terrain, making it suitable for pilots who have already gained experience and have developed a feeling for the pressure point of the brakes.

### WHAT IS THE ADDED VALUE FOR THE PILOT?

By converting to Sport-Mode, the pilot can refine his feeling for the glider and take the next step without having to move to a new glider class.

## Agility System

### HOW DOES THE CONVERSION WORK?



For the conversion to Sport-Mode the three middle top lines of the brake are lengthened and the remaining top lines shortened. A sophisticated system allows the conversion to be carried out by the pilot himself. You only need a rigid foil; the brake lines don't need to be untied. A detailed description for the conversion can be found in the PRO GUIDE and in the supplement included in the delivery.

### HOW IS THE MESCAL6 DELIVERED?

As standard the MESCAL6 is delivered in Comfort-Mode. The conversion to Sport-Mode can be done by the pilot himself. For an additional charge the conversion can also be done by the dealer or skywalk.

## Differences from the predecessor MESCAL 5

### Launch

Easier launch behavior due to lower overshooting tendency. Preparation for launch is easier with the new line setup.

### Handling

Regardless of whether the MESCAL 6 is flown in „Comfort-Mode“ or „Sport-Mode“, the brakes respond smoothly in the ideal working range for beginners and leisure pilots. The control pressure increases progressively as the brake lines are pulled. The glider is well damped, but gives so much feedback that the pilot feels everything happening in the air. Control impulses are converted directly, making the glider fun to fly long after training.

### Performance

Due to the well-balanced flight characteristics, the climb behavior is very forgiving, which makes it easy for the pilot to circle even in demanding conditions. The glider is very easy to control in thermals. Typical for the MESCAL series, the glide performance is outstanding for its class.

### Extreme flight

The glider has very manageable flight characteristics in extreme flight. When releasing big ears, the wing tips open faster and independently. The spiral is initiated more gently in Comfort-Mode. Both modes are homologated with LTF/EN A and are suitable for training.

Target group

Beginners

Safety-conscious pilots



Leisure pilots

Technical Data

Size	XXS	XS	S	M	L
Cells	38	38	38	38	38
Area flat (m <sup>2</sup> )	22,23	24,29	26,45	28,70	30,74
Span flat (m)	10,3	10,8	11,3	11,7	12,1
Aspect ratio flat	4,80	4,80	4,80	4,80	4,80
Area projected (m <sup>2</sup> )	18,73	20,48	22,30	24,19	25,92
Aspect ratio projected (m)	8,1	8,4	8,8	9,2	9,5
Aspect ratio projected	3,47	3,47	3,47	3,47	3,47
Glider weight (kg)	4,3	4,6	4,9	5,2	5,5
Weight range from - to (kg)	50-75	65-85	75-95	85-110	95-135
Homologation	LTF09: A   EN: A				
Admission office	DHV				



## Material

### Cloth

Upper sail front	...	Porcher Skytex 38
Upper sail rear	...	Porcher Skytex Easyfly
Lower sail	...	Porcher Skytex Easyfly
Profiles	...	Porcher Skytex 38 hard
Diagonals	...	Porcher Skytex 38 hard
Straps	...	Porcher Skytex 38 hard

### Lines

Main lines	...	Liros PPSL 200
Middle lines	...	Liros PPSL 160/125
Top lines	...	Liros DSL 70
Main brake line	...	Liros DFLP 200/32
Middle brake lines	...	Liros DSL 70
Top brake lines	...	Liros DSL 70

### Rigid Foil



Nylon 2.7 mm

### Risers



Güth & Wolf 20mm webbing split A-risers with „Big Ears Help“

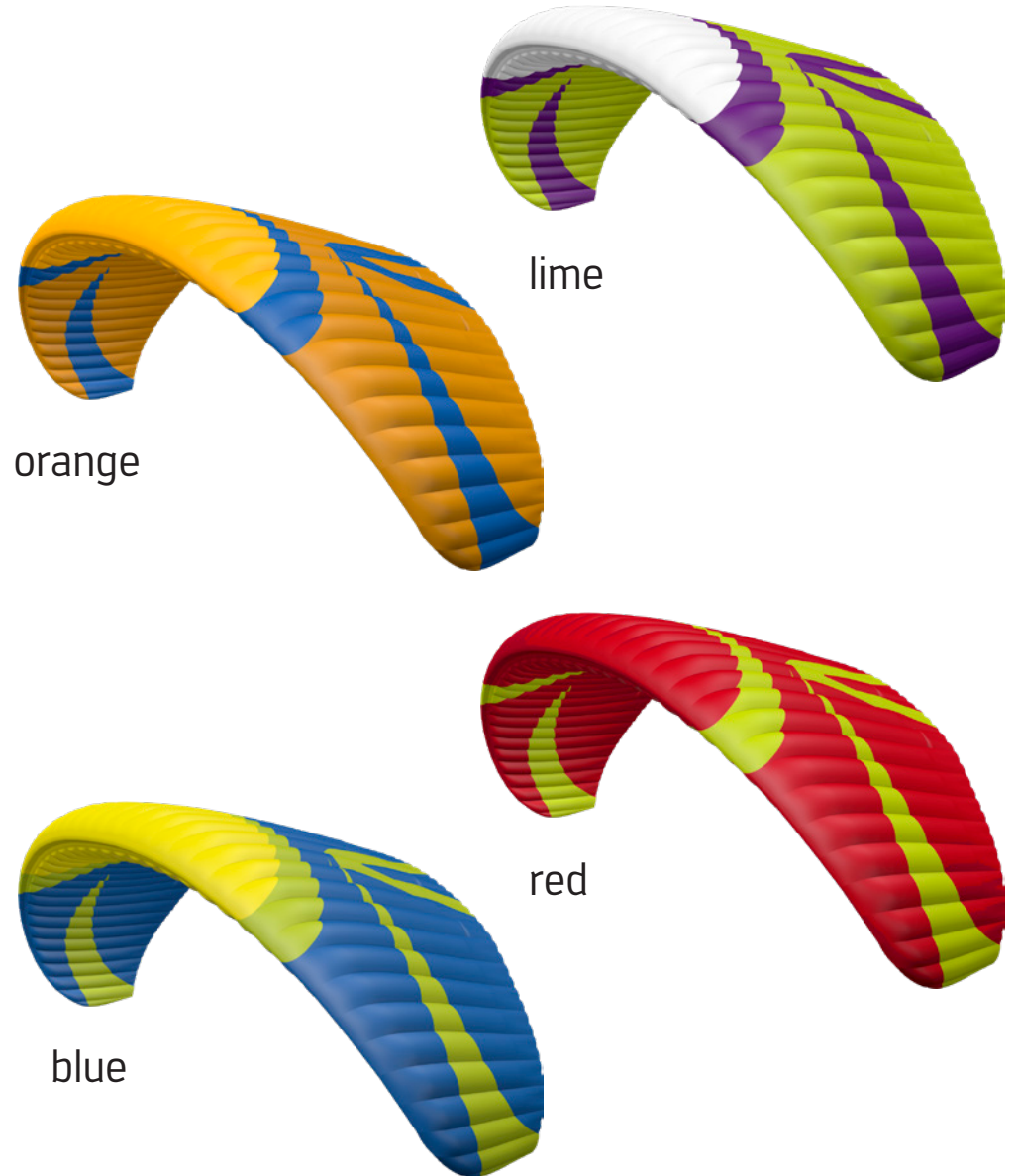
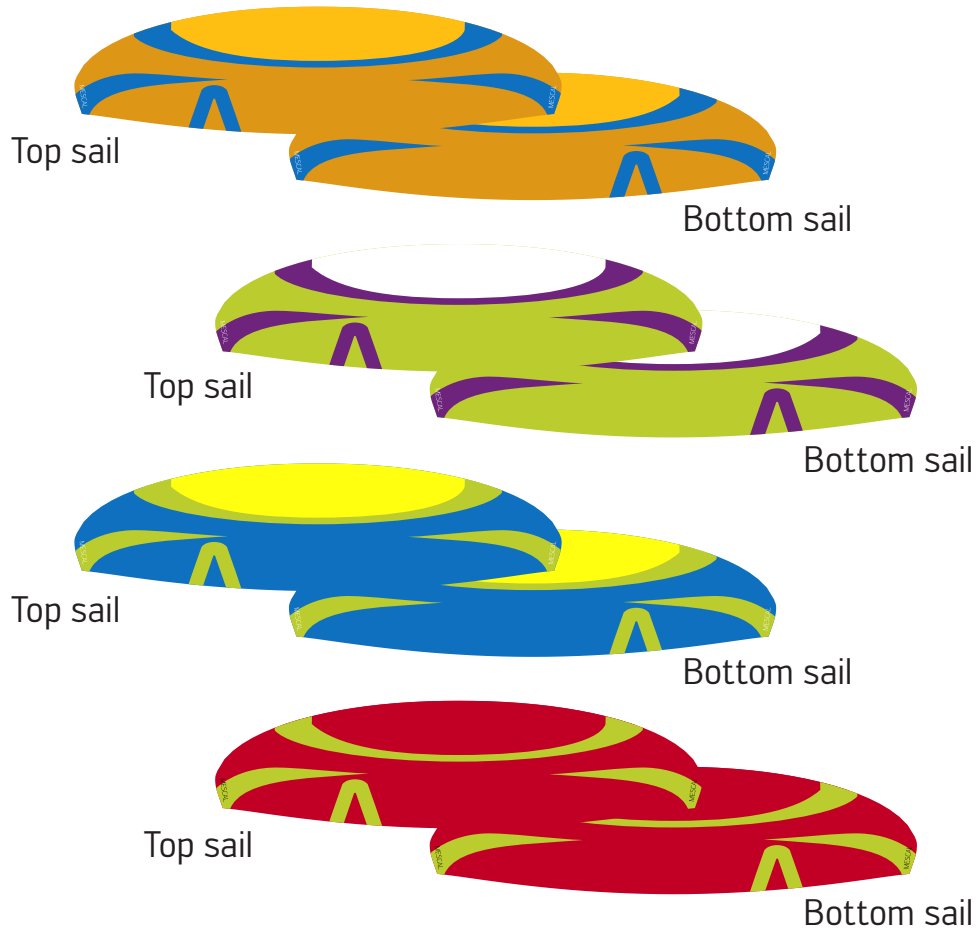
### Brake handle



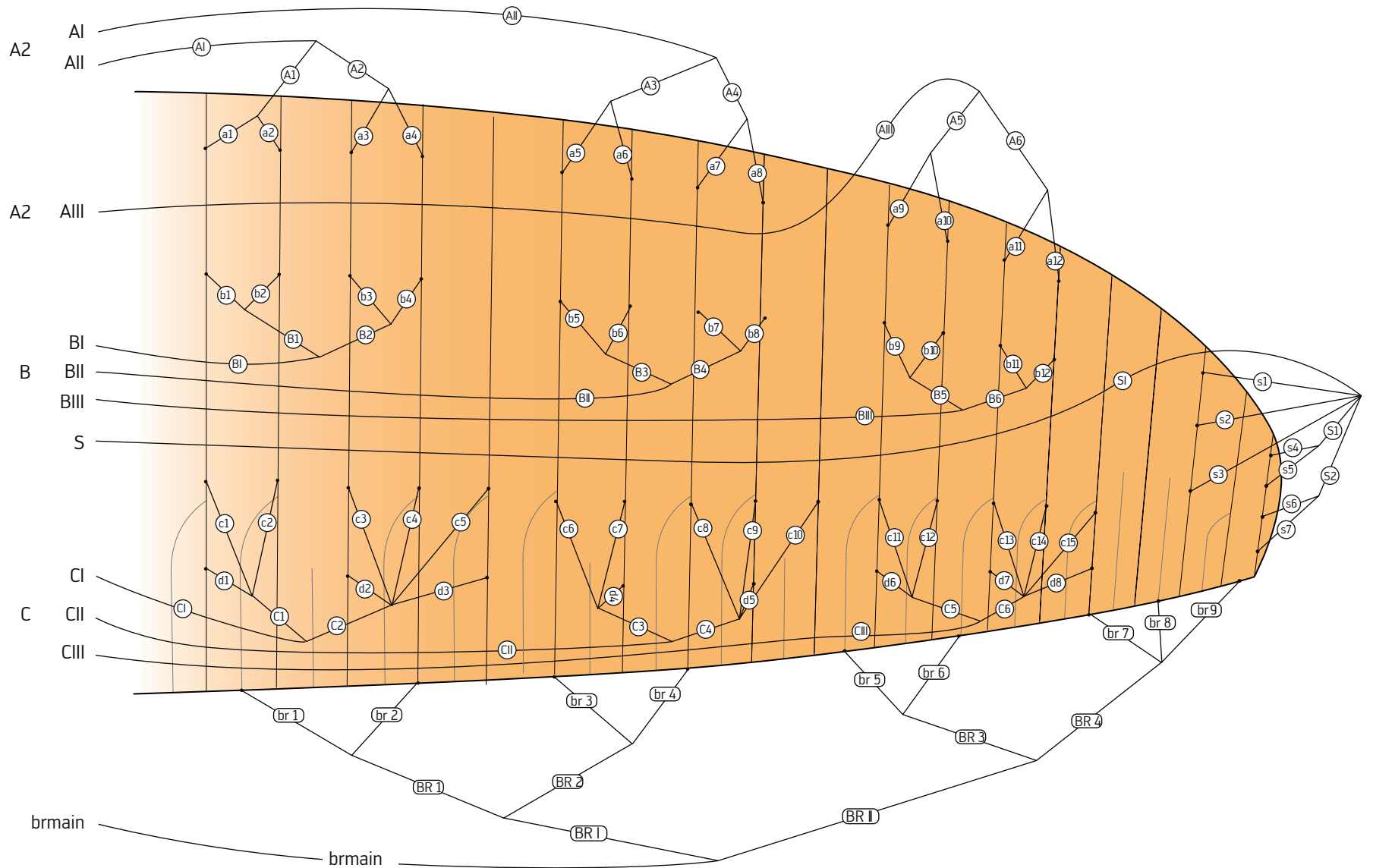
Size adjustable ERGO brake handle with snap fastener and swivel

## Color Schemes

Available color combinations:



## Line Scheme



## Product Features



### JET FLAPS:

Our JET FLAPS extend the green arc as you approach the stall point, which substantially increases safety and also improves climb performance.



### Rigid Foil:

Our JET FLAPS extend the green arc as you approach the stall point, which substantially increases safety and also improves climb performance.



### 3D-Shaping:

A precise calculation of the leading edge geometry and the installation of an additional strip of fabric reduce wrinkling in this sensitive part of the glider.  
Advantages: exact wing shape,



### C-Wires:

Nylon wires sewn into the glider over the anchor points of the C-level lines. Advantages: better load distribution, reduced drag, more performance.



### Mini Ribs:

Doubling the number of cells at the trailing edge increases its shape stability substantially.  
Advantage: fewer vortices improve the aerodynamics and with it the performance.



### Shark Nose:

Together with a corresponding wing design, the shark nose technology improves pressure distribution in the canopy substantially.  
Advantages: much more solid flying feeling and substantial performance gain, especially when gliding on bar.



### Automatic Sand Release System:

Porous openings of the profile ribs at the trailing edge ensure that sand and dirt in the glider are automatically guided to the wingtip where they can trickle out. This helps preserve the material and "relieves" the trailing edge.



### Agility System:

Adaptive system that allows you to convert between two brake line geometries - „Comfort-Mode“ and „Sport-Mode“.