Flight test report

Manufacturer Sky Paragliders

Okružní 39, P.O.Box 61 Address

73911 Frýdlant nad Ostravicí Czech Republic

Representive Alexandre Paux Type of glider Atis 2 XL

Certification number Date of flight test Place of test

PG 008.2006 14.06.2006 Villeneuve



Classification B

Test Pilot Claude Thurnheer Alain Zoller SOL - Slider L Harness Gin Genie 3 Total weight in flight 105 kg 130 kg

1. Inflation/Tak		Min weight	Max weight
	e-off		
	Rising behaviour	Smooth, easy and constant rising A	Smooth, easy and constant rising
	Special take off technique required	No A	No
2. Landing			
	Special landing technique required	No A	No
3. Speed in stra			
	Trim speed more than 30 km/h	Yes A	
	Speed range using the controls larger than 10 km/h	Yes A	
	Minimum speed	Less than 25 km/h A	25 km/h to 30 km/h
4. Control mov			
	Max. weight in flight up to 80 kg		
	Symmetric control pressure/travel	not available 0	not available
	Max. weight in flight 80 kg to 100 kg		
	Symmetric control pressure/travel	not available 0	not available
	Max. weight in flight greater than 100 kg		
	Symmetric control pressure/travel	Increasing, Greater than 65 cm A	Increasing, Greater than 65 cm
	ty exiting accelerated flight	Divertend less than 200	Divertended the 200
	Dive forward angle on exit	Dive forward less than 30° A	
	Collapse occurs	No A	No
	ty operating controls during accelerated flight	No.	Na
	Collapse occurs	No A	No
7. Roll stability	y and damping Oscillations	Padvoing A	Reducing
		Reducing A	Reducing
8. Stability in g		Chantanaous ovit	Spontaneous exit
	Tendency to return to straight flight	Spontaneous exit A	Spontaneous exit
	n a steeply banked turn Sink rate after two turns	12 m/s to 14 m/s	More than 14 m/s
		12 m/s to 14 m/s A	More than 14 m/s
10. Symmetric		Declara hadalana than 450	Dealing healthan then 450
	Entry	Rocking back less than 45° A Spontaneous in less than 3 s A	3
	Recovery	•	
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course A	, , ,
	Cascade occurs With accelerator	No A	No
		Pocking back loss than 45°	Pooking book loss than 45°
	Entry	Rocking back less than 45° A Spontageous in less than 3 c	8
	Recovery Dive forward angle on exit	Spontaneous in less than 3 s A Dive foward 0°to 30°, Keeping course A	
	Cascade occurs	Dive foward 0°to 30°, Keeping course A No A	
	ep stall (parachutal stall)	NO A	NO
	Deep stall achieved	Yes A	Yes
	Recovery	Spontaneous in less than 3 s	
	Dive forward angle on exit	Dive forward 0°to 30° A	· ·
	Change of course	Changing course less than 45° A	
	Cascade occurs	No A	0 0
	of attack recovery	NO A	140
	Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
	Cascade occurs	No A	
	rom a developed full stall	NO A	. INU
	Dive forward angle on exit	Dive forward 0°to 30°	Dive forward 30°to 60°
- 1	Dive forward angle on exit	Dive forward 0°to 30° A	
	Collapse	No collapse A	No collapse
- 1	Collapse Cascade occurs (other than collapse)	No collapse A No A	No collapse No
1	Collapse Cascade occurs (other than collapse) Rocking back	No collapse A No A Less than 45° A	No collapse No Less than 45°
	Collapse Cascade occurs (other than collapse) Rocking back Line tension	No collapse A No A	No collapse No Less than 45°
14. Asymmetric	Collapse Cascade occurs (other than collapse) Rocking back Line tension c collapse	No collapse A No A Less than 45° A	No collapse No Less than 45°
14. Asymmetric	Collapse Cascade occurs (other than collapse) Rocking back Line tension c collapse With 50% collapse-Maximum dive forward or roll angle	No collapse A No A Less than 45° A Most line tight A	No collapse No Less than 45° Most line tight
14. Asymmetric	Collapse Cascade occurs (other than collapse) Rocking back Line tension c collapse With 50% collapse-Maximum dive forward or roll angle Change of course until re-infation	No collapse No A Less than 45° A Most line tight A Less than 90°, Dive or roll angle 0° to 15° A	No collapse No Less than 45° Most line tight Less than 90°, Dive or roll angle 0° to 15°
14. Asymmetric	Collapse Cascade occurs (other than collapse) Rocking back Line tension c collapse With 50% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour	No collapse No A Less than 45° A Most line tight A Less than 90°, Dive or roll angle 0° to 15° A Spontaneous re-inflation A	No collapse No Less than 45° Most line tight Less than 90°, Dive or roll angle 0° to 15° Spontaneous re-inflation
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4. Asymmetric	Collapse Cascade occurs (other than collapse) Rocking back Line tension c collapse With 50% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs	No collapse No A Less than 45° A Most line tight A Less than 90°, Dive or roll angle 0° to 15° A Spontaneous re-inflation A Less than 360° A No A No A	No collapse No Less than 45° Most line tight Less than 90°, Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No No
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I 4. Asymmetric	Collapse Cascade occurs (other than collapse) Rocking back Line tension c collapse With 50% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs With 75% collapse-Maximum dive forward or roll angle	No collapse No A Less than 45° A Most line tight A Less than 90°, Dive or roll angle 0° to 15° Spontaneous re-inflation A Less than 360° A No A No A No A	No collapse No Less than 45° Most line tight Less than 90°, Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No No No
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	With 750/ collapse and accelerator Maximum dive forward or	rall angle			
	With 75% collapse and accelerator-Maximum dive forward or Change of course until re-infation	Less than 90°, Dive or roll angle 15° to 45°	Α	90° to 180°, Dive or roll angle 15° to 45°	В
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	Total change of course	Less than 360°	Α	Less than 360°	A
	Collapse on the opposite side occurs	No	Α	No	Α
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	A	No	A
	control with a maintained asymmetric collapse		,,		- ' '
	Able to keep course	Yes	Α	Yes	Α
	180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
	Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim speed	I spin tendency	· ·		,	
	Spin occurs	No	Α	No	Α
17. Low speed	spin tendency				
	Spin occurs	No	Α	No	Α
	rom a developed spin				
	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
	Cascade occurs	No	Α	No	Α
19. B-line stall					
	Change of course before release	Change of course less than 45°	Α	Change of course less than 45°	Α
	Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Cascade occurs	No	Α	No	Α
20. Big ears					
	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	accelerated flight				
	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Behaviour immediately after releasing the accelerator while	Orable Cale		Orable Girls	
	maintaining big ears	Stable flight	Α	Stable flight	Α
	exiting a steep spiral	Chantanagua avit	۸	Chantanagua avit	Λ
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery 14 m/s	Α	Less than 720°,spontaneous recovery 17 m/s	Α
	Sink rate when evaluating spiral stability [m/s] means of directional control	14 111/5		17 111/5	
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No No	A	No	A
	Stall of spiri occurs light procedure and/or configuration described in the use		А	INO	A
	Procedure works as described	not available	0	not available	0
	Procedure works as described Procedure suitable for novice pilots	not available	0	not available	0
	Cascade occurs	not available	0		0
Comments of t		not available	U	Tiot available	U
	Comments	no		No	
		·· ·		· · ·	



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