Flight test report

Manufacturer Sky Paragliders Address Okružní 39

Trimmer

73911 Frýdlant nad Ostravicí

Czech Republic Representive Alexandre Paux Type of glider Antea M not available

PG 036.2006 Certification number Date of flight test 13.01.2007 Villeneuve Place of test



Classification C

Test Pilot Claude Thurnheer Harness sup air light

Alain Zoller Sky Para reverse 95 kg

Total weight in flight	75 kg	95	5

		Min weight	Max weight
1. Inflation/Ta		•	
	Rising behaviour	Smooth, easy and constant rising	Smooth, easy and constant rising A
	Special take off technique required	No /	A No A
2. Landing			
	Special landing technique required	No /	A No A
3. Speed in s			
	Trim speed more than 30 km/h	Yes	A Yes A
	Speed range using the controls larger than 10 km/h	Yes	A Yes A
	Minimum speed	Less than 25 km/h	25 km/h to 30 km/h B
4. Control mo			
	Max. weight in flight up to 80 kg		
	Symmetric control pressure/travel	Increasing, Greater than 60 cm	not available (
	Max. weight in flight 80 kg to 100 kg		
	Symmetric control pressure/travel	not available	0 Increasing, 45 cm to 60 cm C
	Max. weight in flight greater than 100 kg		
E Ditab atabi	Symmetric control pressure/travel	not available	0 not available (
5. Pitch Stabi	lity exiting accelerated flight	Diverse forward land than 200	Dive ferward less than 200
	Dive forward angle on exit	Dive forward less than 30° No	
6 Ditab atabi	Collapse occurs lity operating controls during accelerated flight	NO /	A No A
6. FILCH SLADI		No /	A No A
7 Poll stabili	Collapse occurs ty and damping	/	A
r. Non Stabili	Oscillations	Reducing	A Reducing A
8. Stability in	gentle spirals		, , , , , , , , , , , , , , , , , , ,
o. Otubility iii	Tendency to return to straight flight	Spontaneous exit	A Spontaneous exit A
9. Behaviour	in a steeply banked turn	CPS. III. IOOUO OAII.	A Sportarious ont
o. Bellaviour	Sink rate after two turns	More than 14 m/s	More than 14 m/s
10. Symmetri	c front collapse	There than 1111/0	more than 1111/0
	Entry	Rocking back less than 45°	Rocking back less than 45° A
	Recovery	· · · · · ·	Spontaneous in less than 3 s
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	
	Cascade occurs		A No A
	With accelerator		
	Entry	Rocking back greater than 45°	Rocking back less than 45° A
	Recovery		Spontaneous in less than 3 s
	Dive forward angle on exit		Dive foward 0°to 30°, Keeping course A
	Cascade occurs	No	A No A
11. Exiting de	ep stall (parachutal stall)		
	Deep stall achieved	Yes	A Yes A
	Recovery	Spontaneous in less than 3 s	A Spontaneous in less than 3 s
	Dive forward angle on exit	Dive forward 0°to 30°	A Dive forward 0°to 30° A
	Change of course	Changing course less than 45°	
	Cascade occurs	No /	A No A
12. High angl	e of attack recovery		
	Recovery	Spontaneous in less than 3 s	
	Cascade occurs	No /	A No A
13. Recovery	from a developed full stall		
	Dive forward angle on exit		B Dive forward 30°to 60°
	Collapse		No collapse A
	Cascade occurs (other than collapse)		No A
	Rocking back		Less than 45° A
44	Line tension	Most line tight	Most line tight A
14. Asymmet			
	With 50% collapse-Maximum dive forward or roll angle	Land the coop Division will avail 450 to 450	1 1 the 2000 Pier 1 1 - 450 to 450
	Change of course until re-inflation		Less than 90°, Dive or roll angle 15° to 45° A Spectaneous religion
	Re-inflation behaviour		A Spontaneous re-inflation A
	Total change of course		A Less than 360° A
	Collapse on the opposite side occurs		A No A
	Twist occurs		A No A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle	No /	A No A
	Change of course until re-inflation	90° to 180°, Dive or roll angle 60° to 90°	C 90° to 180°, Dive or roll angle 15° to 45°
	Re-inflation behaviour	and the control of th	A Spontaneous re-inflation A
	Total change of course	Less than 360°	•
	Collapse on the opposite side occurs	No /	
	Twist occurs	No /	
	Cascade occurs	No /	
	With 50% collapse and accelerator-Maximum dive forward or		, iii
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A 90° to 180°, Dive or roll angle 15° to 45°
	Re-inflation behaviour	and the second of the second o	A Spontaneous re-inflation A
	Total change of course	Less than 360°	
	Collapse on the opposite side occurs		A No A
	Collapse of the opposite side occurs	110	· [· · · · · · · · · · · · · · · · · ·

Twist occurs No Cascade occurs No Cascade occurs No With 75% collapse and accelerator-Maximum dive forward or roll angle Change of course until re-inflation 90° to 180°, Dive or roll angle 60° to 90° Re-inflation behaviour Spontaneous re-inflation A Total change of course Less than 360° Collapse on the opposite side occurs No Twist occurs No Cascade occurs No Cascade occurs No A Tistic octurs Able to keep course Ale to keep course Anount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs No No A Recovery from a developed spin Spin rotation angle after release No A No No No A No No No A No Stops spinning in less than 90° A Stops spinning in less than 90°	A A A A A A A
With 75% collapse and accelerator-Maximum dive forward or roll angle Change of course until re-inflation Re-inflation behaviour Spontaneous re-inflation A Collapse on the opposite side occurs No Total change of course Less than 360° A Less than 360° A Less than 360° A No Twist occurs No Cascade occurs No No A No 15. Directional control with a maintained asymmetric collapse Able to keep course Able to keep course Amount of control range between turn and stall or spin More than 50 % of the symmetric control travel 16. Trim speed spin tendency Spin occurs No No A No 17. Low speed spin tendency Spin occurs No No A No 18. Recovery from a developed spin	C A A A A A A A
Change of course until re-inflation 90° to 180°, Dive or roll angle 60° to 90° C Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A Collapse on the opposite side occurs No A No A No Twist occurs No A No	A A A A A A
Re-inflation behaviour Total change of course Less than 360° No Collapse on the opposite side occurs No Cascade occurs No Cascade occurs No Cascade occurs No A No 15. Directional control with a maintained asymmetric collapse Able to keep course Able to round with a maintained asymmetric collapse Able to keep course Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs No No A No A Spontaneous re-inflation Less than 360° A No No A No A No A No A Yes Ares Amount of control with a maintained asymmetric collapse Amount of control range between turn and stall or spin No A No A No 17. Low speed spin tendency Spin occurs No No A No 18. Recovery from a developed spin	A A A A A A
Total change of course Collapse on the opposite side occurs No No A No Twist occurs No Cascade occurs No A No 15. Directional control with a maintained asymmetric collapse Able to keep course Able to keep course Able to lapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs No A No 17. Low speed spin tendency Spin occurs No No A No A No A No A No A No A No A	A A A A A
Collapse on the opposite side occurs No Twist occurs No Cascade occurs No	A A A A
Twist occurs Cascade occurs No No A No Cascade occurs Able to keep course Able to keep course Amount of control ange between turn and stall or spin Applications Spin occurs No A T7. Low speed spin tendency Spin occurs No	A A A A
Cascade occurs Cascade occurs No A No 15. Directional control with a maintained asymmetric collapse Able to keep course Able to keep course About of control range between turn and stall or spin Amount of control range between turn and stall or spin Amount of control range between turn and stall or spin Amount of control range between turn and stall or spin Amount of control range between turn and stall or spin Amount of control travel Amount of the symmetric co	A A A
15. Directional control with a maintained asymmetric collapse Able to keep course Able to keep course Amount of control range between turn and stall or spin 18. Personal A Yes A Yes A Yes More than 50 % of the symmetric control travel A More than 50 % of the symmetric control travel A More than 50 % of the symmetric control travel A More than 50 % of the symmetric control travel A No 17. Low speed spin tendency Spin occurs No No A No 18. Recovery from a developed spin	A A A
Able to keep course Able to keep course Yes Yes Yes A Nore than 50 % of the symmetric control travel 16. Trim speed spin tendency Spin occurs No A No 17. Low speed spin tendency Spin occurs No No A No 18. Recovery from a developed spin	A A
180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs No	A A
Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs No A 17. Low speed spin tendency Spin occurs No A No A 18. Recovery from a developed spin	A A
16. Trim speed spin tendency Spin occurs No A No 17. Low speed spin tendency Spin occurs A No A No 18. Recovery from a developed spin No A No <	Α
Spin occurs	
17. Low speed spin tendency Spin occurs No A 18. Recovery from a developed spin	
Spin occurs No A 18. Recovery from a developed spin	^
18. Recovery from a developed spin	
	Α
Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90°	
	Α
Cascade occurs No A No	Α
19. B-line stall	
Change of course before release Change of course less than 45° A Change of course less than 45°	Α
Behaviour before release Remains stable with straight span A Remains stable with straight span	Α
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s	Α
Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30°	Α
Cascade occurs No A No	Α
20. Big ears	
Entry procedure Standard technique A Standard technique	Α
Behaviour during big ears Stable flight A Stable flight	Α
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s	Α
Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	
Entry procedure Standard technique A Standard technique	Α
Behaviour during big ears Stable flight A Stable flight	Α
Recovery Mecovery through pilot action in less than a futher B Spontaneous in less than 3 s	Α
Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while Stable flight A Stable flight	Α
22. Behaviour exiting a steep spiral	
Tendency to return to straight flight Spontaneous exit A Spontaneous exit	Α
Turn angle to recover normal flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s] 18 m/s 17.5 m/s	
23. Alternative means of directional control	
180° turn achievable in 20 s Yes A Yes	Α
Stall or spin occurs No A No	Α
24. Any other flight procedure and/or configuration described in the user's manual	
Procedure works as described not available 0 not available	0
Procedure suitable for novice pilots not available 0 not available	0
Cascade occurs not available 0 not available	0
Comments of test pilot	
·	
Comments no I no	



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