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## Flight test report



Manufacturer Address	<b>Sky Paragliders a.s.</b> Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Certification number Date of flight test		PG_0158.2008 03. 06. 2008	
Representative	Paux Alexandre	Place of test		Villeneuve	
·					
Glider model	Metis 2	Classification		В	
Trimmer	yes: closed				
	Test pilot	Thurnheer Claude		Zoller Alain	
	•	Advance - Bi-pro		Advance - Bi Pro 2	
				220	
1. Inflation/Take-off	Total weight in flight (kg)	A		220	
Rising behaviour		Smooth, easy and constant rising	Δ	Smooth, easy and constant rising	А
Special take off tech		No	A	No	A
2. Landing		A	~		~
Special landing tech	nique required	No	А	No	А
3. Speed in straight		В	7.		7
Trim speed more that	· · · ·	Yes	А	Yes	А
	ne controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	A	25 km/h to 30 km/h	В
4. Control movement	nt	A			-
Max. weight in flight					
Symmetric control pressure / travel		not available	0	not available	0
Max. weight in flight 80 kg to 100 kg			-		-
Symmetric control pressure / travel		not available	0	not available	0
Max. weight in flight greater than 100 kg					
Symmetric control pressure / travel		Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
		0			
Dive forward angle on exit		not available	0	not available	0
Collapse occurs		not available	0	not available	0
6. Pitch stability operating controls during accelerated		0			
flight					
Collapse occurs		not available	0	not available	0
7. Roll stability and	damping	<b>A</b>	•		
Oscillations		not available	0	Reducing	A
8. Stability in gentle		A Spontonogua quit	^	Spontonogua gyit	^
Tendency to return to 9. Behaviour in a st		Spontaneous exit B	A	Spontaneous exit	A
Sink rate after two tu		12 m/s to 14 m/s	А	More than 14 m/s	в
10. Symmetric front		A	~		D
Entry	conapse	Rocking back less than 45°	А	not available	0
Recovery		Spontaneous in less than 3 s	A	not available	0
5	n exit / Change of course	Dive forward 0° to 30° / Keeping	A	not available	0
Ũ		course			
		No	A	not available	0
With accelerator		nat available	0		0
Entry		not available	0	not available	0
Recovery		not available	0	not available	0

Dube forward angle of both rubange for burster         not available         0         not available         0           11. Exting deep tail (parsent)         A           Deep stail (arborn)         No         A         Yes         A           Recovery         Spontaneous in less than 3.5         A         Spontaneous in less than 3.5         A         No         A         No         A           Recovery         Spontaneous in less than 3.5         A         No         No         A         No         A           Recovery         Spontaneous in less than 3.5         A         Inder available         0           Calcade accurs         No         A         No         No         A         No         A           Calcade accurs         No         A         Inder available         Dive forward of to 30°         A         Inder available         Dive forward of to 30°         A         Inder available         Dive forward of to 30°         A         No         A         Inder available         Dive forward of to 30°         A         No         A         Calcade accurs           Less data data data data data data data da			~		0
H. Exiting deep stall (parachutal stall)     A     Yes     A       Deep stall achieved     Yes     A     Yes     A       Recovery     Sportaneous in less than 3 s     A     Dev forward 0"to 30"     A       Dive forward ingis on exit     Due forward 0"to 30"     A     Dive forward 0"to 30"     A       Clanago of course     No     A     Changing course less than 45"     A       Classade accurs     No     A     No and available     0       Classade accurs     No     A     No     No     A       Classade accurs     No     A     No     No     A       Classade accurs     No     No     A     No     No       Classade accurs     No     No     A     No     No     A       Classade accurs     No     No     A     No     No     A       Classade accurs     No     A     Less than 50" / Dive or roll angle     A       Less than 50"     A     Less than 50" / Dive or roll angle     A     Spo	Dive forward angle on exit / Change of course	not available	0	not available	0
Deep shi a bahevedYesAYesAYesARecoverySportneous in luss than 3 aADove forward 0' to 30''ADove forward 0' to 30''AChange of courseNoANoANoACascade occursNoANoANoARecoverySportneous in less than 3 aANoNoACascade occursNoANoANoACascade occursNoANoNoANoCascade occursNoNoANoNoACascade occurs (other than collapses)NoANoNoACascade occurs (other the findet / Maximum dive flow and Chi's of S'' Info'' Dive or roll ange (''''''''''''''''''''''''''''''''''''			0	not available	0
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12. High angle of attack recovery     A     not available     0       Recovery     Sportaneous in less than 3 s     A     not available     0       13. Recovery from a developed full stall     A     Calcange cocurs     A     No collapse     A     No collapse     A       Callapse     No collapse     A     No collapse     A     No collapse     A       Cascade occurs (other than collapses)     No     A     Most lines tight     A     Most lines tight     A       Callapse     B     High start     B     High start     A       Callapse of course until re-inflation / Maximum dive forward or 10 arg of rol arg of course until re-inflation behaviour     Sportaneous re-inflation     A     No     A       Callapse of course until re-inflation / Maximum dive forward or 10 arg of rol arg of course until re-inflation behaviour     No     A     No     A       Calla change of course     Less than 300'     A     No     A     No     A       Callapse of course until re-inflation / Maximum dive forward or 10 arg of rol 450'' / Dive or rol ang erification behaviour     Sportaneous re-inflation     A       Callapse of course until re-inflation / Maximum dive forward or 10 arg of rol 450''     No     No     A       Callapse of course until re-inflation / Maximum dive forward or 10 arg of rol 450''     No     No <td< td=""><td>-</td><td>Changing course less than 45°</td><td>А</td><td>Changing course less than 45°</td><td>А</td></td<>	-	Changing course less than 45°	А	Changing course less than 45°	А
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13. Recovery from a developed full stall       A         Dive forward 0*10 30*       A       Dive forward 0*10 30*       A         Collapse       No collapse       A       No collapse       A         Cascade occurs (other than collapses)       No       A       No       A         Rocking back       Less than 45*       A       Less than 45*       A       Less than 45*       A         14. Asymmetric collapse       B	-	•			
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16. Trim speed spin tendency A	Amount of control range between turn and stall or spin		А		А
		•			
Spiri occurs NO A NO A			^	No	^
	Opin Occurs		А		~

17. Low speed spin tendency	A			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	A			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	not available	0
Behaviour before release	Remains stable with straight span	A	not available	0
Recovery	Spontaneous in less than 3 s	А	not available	0
Dive forward angle on exit	Dive forward 0° to 30°	А	not available	0
Cascade occurs	No	А	not available	0
20. Big ears	В			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Recovery through pilot action in less than a further 3 s	В	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	not available	0
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	20		22	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
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
25. Comments of test pilot				
Comments				