

Flight test report



Manufacturer Sky Country
Address 61085, Akademika Proskuri street, 5-v,29
 Kharkov
 Ukraine
Representive None
Type of glider Discovery 3 27
Trimmer not available

Certification number PG 107.2007
Date of flight test 26/10/2007
Place of test Villeneuve

Classification B

Test Pilot Claude Thurnheer	Alain Zoller
Harness Sky Axel II M 42cm	Sol Paragliders - Slider L
Total weight in flight 80 kg	100 kg

	Min weight	Max weight
1. Inflation/Take-off		
Rising behaviour	Smooth, easy and constant rising	A 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 straight flight		
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	A Less than 25 km/h A
4. Control movement		
<i>Max. weight in flight up to 80 kg</i>		
Symmetric control pressure/travel	not available	0 not available 0
<i>Max. weight in flight 80 kg to 100 kg</i>		
Symmetric control pressure/travel	Increasing, Greater than 55 cm	A Increasing, Greater than 60 cm A
<i>Max. weight in flight greater than 100 kg</i>		
Symmetric control pressure/travel	not available	0 not available 0
5. Pitch stability exiting accelerated flight		
Dive forward angle on exit	Dive forward less than 30°	A Dive forward less than 30° A
Collapse occurs	No	A No A
6. Pitch stability operating controls during accelerated flight		
Collapse occurs	No	A No A
7. Roll stability and damping		
Oscillations	Reducing	A Reducing A
8. Stability in gentle spirals		
Tendency to return to straight flight	Spontaneous exit	A Spontaneous exit A
9. Behaviour in a steeply banked turn		
Sink rate after two turns	More than 14 m/s	B More than 14 m/s B
10. Symmetric front collapse		
Entry	Rocking back less than 45°	A Rocking back less than 45° A
Recovery	Spontaneous in less than 3 s	A Spontaneous in less than 3 s A
Dive forward angle on exit	Dive forward 0° to 30°, Keeping course	A Dive forward 30° to 60°, Keeping course B
Cascade occurs	No	A No A
<i>With accelerator</i>		
Entry	Rocking back less than 45°	A Rocking back less than 45° A
Recovery	Spontaneous in less than 3 s	A Spontaneous in less than 3 s A
Dive forward angle on exit	Dive forward 0° to 30°, Keeping course	A Dive forward 30° to 60°, Keeping course B
Cascade occurs	No	A No A
11. Exiting deep stall (parachutal stall)		
Deep stall achieved	Yes	A Yes A
Recovery	Spontaneous in less than 3 s	A Spontaneous in less than 3 s A
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°	A Changing course less than 45° A
Cascade occurs	No	A No A
12. High angle of attack recovery		
Recovery	Spontaneous in less than 3 s	A Spontaneous in less than 3 s A
Cascade occurs	No	A No A
13. Recovery from a developed full stall		
Dive forward angle on exit	Dive forward 30° to 60°	B Dive forward 0° to 30° A
Collapse	No collapse	A No collapse A
Cascade occurs (other than collapse)	No	A No A
Rocking back	Less than 45°	A Less than 45° A
Line tension	Most line tight	A Most line tight A
14. Asymmetric collapse		
<i>With 50% collapse-Maximum dive forward or roll angle</i>		
Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15°	A Less than 90°, Dive or roll angle 0° to 15° A
Re-inflation behaviour	Spontaneous re-inflation	A Spontaneous re-inflation A
Total change of course	Less than 360°	A Less than 360° A
Collapse on the opposite side occurs	No	A No A
Twist occurs	No	A No A
Cascade occurs	No	A No A
<i>With 75% collapse-Maximum dive forward or roll angle</i>		
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° B
Re-inflation behaviour	Spontaneous re-inflation	A Spontaneous re-inflation A
Total change of course	Less than 360°	A Less than 360° A
Collapse on the opposite side occurs	No	A No A
Twist occurs	No	A No A
Cascade occurs	No	A No A
<i>With 50% collapse and accelerator-Maximum dive forward or roll angle</i>		
Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15°	A Less than 90°, Dive or roll angle 15° to 45° A
Re-inflation behaviour	Spontaneous re-inflation	A Spontaneous re-inflation A
Total change of course	Less than 360°	A Less than 360° A
Collapse on the opposite side occurs	No	A No A

Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 75% collapse and accelerator-Maximum dive forward or roll angle</i>				
Change of course until re-inflation	90° to 180°, Dive or roll angle 15° to 45°	B	90° to 180°, Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric collapse				
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency				
Spin occurs	No	A	No	A
17. Low speed spin tendency				
Spin occurs	No	A	No	A
18. Recovery from a developed spin				
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
19. B-line stall				
Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
20. Big ears				
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight				
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°,spontaneous recovery	A	Less than 720°,spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]	18 m/s		19 m/s	
23. Alternative means of directional control				
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
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		no	



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