

Flight test report: EN 926-2:2013+A1:2021 and NfL 2024-2-785

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|---|---|--|--------------|---------------------------------|----------------------------------|
| Manufacturer | Sky Country | Certification number | PG_2539.2025 | | |
| Address | Astronomicheskaya street, 27,29 61085 Kharkov Ukraine | Flight test | 19.03.2025 | | |
| Glider model | Discovery-6 M | Classification | B | | |
| Serial number | 1124-4008-003 | Representative | None | | |
| Trimmer | no | Place of test | Villeneuve | | |
| Folding lines used | no | | | | |
| Test pilot | | Victor Chinen Cirilli | | Anselm Rauh | |
| Harness | | Advance Thun AG Success 4 M | | Woody Valley srl Wani Light 2 L | |
| Harness to risers distance [cm] | | 43 | | 43 | |
| Distance between risers [cm] | | 44 | | 48 | |
| Total weight in flight [kg] | | 80 | | 105 | |
| 1. Inflation/Take-off | | B | | | |
| Rising behaviour | | Easy rising, some pilot correction is required | | B | Smooth, easy and constant rising |
| Special take off technique required | | No | | A | No |
| 2. Landing | | A | | | |
| Special landing technique required | | No | | A | No |
| 3. Speed in straight flight | | A | | | |
| Trim speed more than 30 km/h | | Yes | | A | Yes |
| Speed range using the controls larger than 10 km/h | | Yes | | A | Yes |
| Minimum speed | | Less than 25 km/h | | A | Less than 25 km/h |
| 4. Control movement | | A | | | |
| 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 | | Increasing / greater than 60 cm | | A | not available |
| Max. weight in flight greater than 100 kg | | | | | |
| Symmetric control pressure / travel | | not available | | 0 | Increasing / greater than 65 cm |
| 5. Pitch stability exiting accelerated flight | | A | | | |
| Dive forward angle on exit | | Dive forward less than 30° | | A | Dive forward less than 30° |
| Collapse occurs | | No | | A | No |
| 6. Pitch stability operating controls during accelerated flight | | A | | | |
| Collapse occurs | | No | | A | No |
| 7. Roll stability and damping | | A | | | |
| Oscillations | | Reducing | | A | Reducing |
| 8. Stability in gentle spirals | | A | | | |
| Tendency to return to straight flight | | Spontaneous exit | | A | Spontaneous exit |

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| 9. Behaviour exiting a fully developed spiral dive | | A | | |
| Initial response of glider (first 180°) | Immediate reduction of rate of turn | A | Immediate reduction of rate of turn | A |
| Tendency to return to straight flight | Spontaneous exit (g force decreasing, rate of turn decreasing) | A | Spontaneous exit (g force decreasing, rate of turn decreasing) | A |
| Turn angle to recover normal flight | Less than 720°, spontaneous recovery | A | Less than 720°, spontaneous recovery | A |
| 10. Symmetric front collapse | | A | | |
| Approximately 30 % chord | | | | |
| 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 Change of course | Dive forward 0° to 30° / Keeping course | A | Dive forward 0° to 30° / Keeping course | A |
| Cascade occurs | No | A | No | A |
| Folding lines used | No | A | No | A |
| At least 50% chord | | | | |
| 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 / Change of course | Dive forward 0° to 30° / Keeping course | A | Dive forward 0° to 30° / Keeping course | A |
| Cascade occurs | No | A | No | A |
| Folding lines used | No | A | No | A |
| With accelerator | | | | |
| 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 / Change of course | Dive forward 0° to 30° / Keeping course | A | Dive forward 0° to 30° / Keeping course | A |
| Cascade occurs | No | A | No | A |
| Folding lines used | No | A | No | A |
| 11. Exiting deep stall (parachutal stall) | | A | | |
| 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 | | A | | |
| 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 | | A | | |
| Dive forward angle on exit | Dive forward 0° to 30° | A | Dive forward 0° to 30° | A |
| Collapse | No collapse | A | No collapse | A |
| Cascade occurs (other than collapses) | No | A | No | A |

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| Rocking back | Less than 45° | A | Less than 45° | A |
| Line tension | Most lines tight | A | Most lines tight | A |
| 14. Asymmetric collapse | | | | |
| Small asymmetric collapse | | B | | |
| Change of course until re-inflation / Maximum dive forward or roll angle | 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 (or only a small number of collapsed cells with a spontaneous re-inflation) | A | No (or only a small number of collapsed cells with a spontaneous re-inflation) | A |
| Twist occurs | No | A | No | A |
| Cascade occurs | No | A | No | A |
| Folding lines used | No | A | No | A |
| Large asymmetric collapse | | | | |
| Change of course until re-inflation / Maximum dive forward or roll angle | 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 (or only a small number of collapsed cells with a spontaneous re-inflation) | A | No (or only a small number of collapsed cells with a spontaneous re-inflation) | A |
| Twist occurs | No | A | No | A |
| Cascade occurs | No | A | No | A |
| Folding lines used | No | A | No | A |
| Small asymmetric collapse with fully activated accelerator | | | | |
| Change of course until re-inflation / Maximum dive forward or roll angle | Less than 90° / Dive or roll angle 15° to 45° | 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 (or only a small number of collapsed cells with a spontaneous re-inflation) | A | No (or only a small number of collapsed cells with a spontaneous re-inflation) | A |
| Twist occurs | No | A | No | A |
| Cascade occurs | No | A | No | A |
| Folding lines used | No | A | No | A |
| Large asymmetric collapse with fully activated accelerator | | | | |
| Change of course until re-inflation / Maximum dive forward or roll angle | 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 (or only a small number of collapsed cells with a spontaneous re-inflation) | A | No (or only a small number of collapsed cells with a spontaneous re-inflation) | A |
| Twist occurs | No | A | No | A |
| Cascade occurs | No | A | No | A |

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| Folding lines used | No | A | No | A |
| 15. Directional control with a maintained asymmetric collapse | A | | | |
| 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 | A | | | |
| Spin occurs | No | A | No | A |
| 17. Low speed spin tendency | A | | | |
| Spin occurs | No | A | No | A |
| 18. Recovery from a developed spin | B | | | |
| Spin rotation angle after release | Stops spinning in 90° to 180° | B | Stops spinning in less than 90° | A |
| Cascade occurs | No | A | No | A |
| 19. B-line stall | A | | | |
| Change of course before release | Changing course less than 45° | A | Changing 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 | A | | | |
| 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 | A | | | |
| 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 maintaining big ears | Stable flight | A | Stable flight | A |
| 22. Alternative means of directional control | A | | | |
| 180° turn achievable in 20 s | Yes | A | Yes | A |
| Stall or spin occurs | No | A | No | A |
| 23. 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 |