## Flight test report

Manufacturer Sky Country

Address 61085, Akademika Proskuri street, 5-v,29

Kharkov Ukraine

Representive None
Type of glider Sky Muscat-2 27

Type of glider Sky Muscat-2 27
Trimmer not available

 Certification number
 PG 072.2007

 Date of flight test
 26/04/2007

 Place of test
 Villeneuve



## Classification B

Test Pilot Claude Thurnheer Chris Geist Harness Sky Axel II M SOL Slider Total weight in flight 80 kg 100 kg

		Min weight	Max weight
1. Inflation/T		<b>.</b>	
	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 s	straight flight		
	Trim speed more than 30 km/h		A Yes A
	Speed range using the controls larger than 10 km/h		A Yes A
4 0	Minimum speed	Less than 25 km/h	A Less than 25 km/h A
4. Control m	ovement 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	not available	o not available
	Symmetric control pressure/travel	Increasing, Greater than 55 cm	A not available 0
	Max. weight in flight greater than 100 kg	moreasing, Greater than 55 sin	The available
	Symmetric control pressure/travel	not available	0 Increasing, Greater than 60 cm A
5. Pitch stab	ility exiting accelerated flight		
	Dive forward angle on exit	Dive forward less than 30°	A Dive forward less than 30° A
	Collapse occurs		A No A
6. Pitch stab	ility operating controls during accelerated flight		
	Collapse occurs	No	A No A
7. Roll stabil	ity and damping		
	Oscillations	Reducing	A Reducing A
8. Stability in	n 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. Symmetr	ic front collapse	5 11 1 11 11 15	
	Entry		A Rocking back less than 45° A
	Recovery	•	A Spontaneous in less than 3 s
	Dive forward angle on exit		A Dive foward 0°to 30°, Keeping course A
	Cascade occurs	No	A No A
	With accelerator	Booking book loss than 45°	A Rocking back less than 45° A
	Entry Recovery	•	A Rocking back less than 45° A Spontaneous in less than 3 s A
	Dive forward angle on exit	•	A Dive foward 0°to 30°, Entering a turn less than 90° A
	Cascade occurs		A No A
11. Exiting d	eep stall (parachutal stall)	110	71
=	Deep stall achieved	Yes	A Yes A
	Recovery		A Spontaneous in less than 3 s
	Dive forward angle on exit	•	A Dive forward 0°to 30° A
	Change of course		A Changing course less than 45° A
	Cascade occurs		A No A
12. High ang	le of attack recovery		
	Recovery	Spontaneous in less than 3 s	A Spontaneous in less than 3 s
	Cascade occurs	No	A No A
13. Recovery	from a developed full stall		
	Dive forward angle on exit		A Dive forward 0°to 30° A
	Collapse		A No collapse A
	Cascade occurs (other than collapse)		A No A
	Rocking back		A Less than 45° A
	Line tension	Most line tight	A Most line tight A
14. Asymme			
	With 50% collapse-Maximum dive forward or roll angle	Lear the cook Pierce	A Languige Cook Diversity 1, 201, 150
	Change of course until re-inflation		A Less than 90°, Dive or roll angle 0° to 15°  A
	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	No No	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 15° to 45°	B Less than 90°, Dive or roll angle 0° to 15° A
	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		A No A
	With 50% collapse and accelerator-Maximum dive forward or		^
	Change of course until re-inflation	· · · · · ·	A 90° to 180°, Dive or roll angle 15° to 45° B
	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

Cascade occurs  With 75% collapse and accelerator-Maximum dive forward or roll angle  Change of course until re-inflation  Position of course on the opposite side occurs  No Cascade occurs  No Cascade occurs  No Cascade occurs  No Cascade occurs  No No A  15. Directional control with a maintained asymmetric collapse  Apount of control range between turn and stall or spin  No Cascade occurs  No No A					1	
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 Collapse on the opposite side occurs No No A No Cascade occurs Able to keep course Able to course before release Able to keep course Able to		Twist occurs	No			Α
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Re-inflation behaviour				_	000 to 4000 Diversional and 450 to 450	_
Total change of course						
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Twist occurs Cascade occurs No Cascade occurs No A Cascade occurs Able to keep course						
Cascade occurs  15. Directional control with a maintained asymmetric collapse  Able to keep course  180 'turn away from the collapsed side possible in 10 s  Amount of control range between turn and stall or spin  17. Low speed spin tendency Spin occurs  18. Recovery from a developed spin Spin rotation angle after release Spin occurs  19. B-line stall Change of course before release Remains stable with straight span Recovery Spontaneous in less than 45° Cascade occurs  No  19. B-line stall Change of course before release Remains stable with straight span Recovery Spontaneous in less than 3 s Recovery Before docurs  19. B-line stall Change of course before release Remains stable with straight span Recovery Destroyard angle on exit Dive forward of 'to 30°  20. Big ears  Entry procedure Behaviour during big ears Stable light Recovery Spontaneous in less than 3 s A Spontaneo					1 · · ·	
15. Directional control with a maintained asymmetric collapse						
Able to keep course 180° turn wary from the collapsed side possible in 10 s 18. Recovery from a developed spin 21. B-line stall 21. B-line stall 22. Behaviour before release Behaviour during big ears Entry procedure Behaviour during big ears Entry procedure Behaviour during big ears  21. Big ears in accelerated flight Entry procedure Behaviour furing big ears  22. Behaviour recovery roun agile and receiver and grid and agile			No	Α	No	Α
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Cascade occurs    No   A   No   A		Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
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Entry procedure Behaviour during big ears Stable flight Recovery Spontaneous in less than 3 s Dive forward angle on exit Dive forward 0° to 30° A  21. Big ears in accelerated flight Entry procedure Behaviour during big ears Stable flight Dedicated controls A Spontaneous in less than 3 s A Dive forward 0° to 30° A  Dedicated controls A Dive forward 0° to 30° A  Dedicated controls A Dive forward 0° to 30° A  Dedicated controls A Dive forward 0° to 30° A  Dedicated controls A Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 s A Dive forward angle on exit Behaviour during big ears Stable flight A Spontaneous in less than 3 s A Dive forward angle on exit Behaviour immediately after releasing the accelerator while Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 s A Dive forward 0° to 30°		Cascade occurs	No	Α	No	Α
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21. Big ears in accelerated flight  Entry procedure entry in a Behaviour do to accelerator with Entry En		Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
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Behaviour immediately after releasing the accelerator while Stable flight A  22. Behaviour exiting a steep spiral  Tendency to return to straight flight Less than 720°, spontaneous exit A Turn angle to recover normal flight Less than 720°, spontaneous recovery A Sink rate when evaluating spiral stability [m/s] 16 m/s  23. Alternative means of directional control  180° turn achievable in 20 s Yes A Stall or spin occurs 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 not available 0 not available 0 cascade occurs not available 0 not available 0 not available 0 not available 0 cascade occurs 0 not available 0 not available 0 not available 0 cascade occurs 0 not available 0 cascade occurs 0 not available 0		Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
22. Behaviour exiting a steep spiral  Tendency to return to straight flight Spontaneous exit A Spontaneous exit A Less than 720°, spontaneous recovery A Less than 720°, spont		Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Tendency to return to straight flight Spontaneous exit A Turn angle to recover normal flight Less than 720°, spontaneous recovery A Les		Behaviour immediately after releasing the accelerator while	Stable flight	Α	Stable flight	Α
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Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] 16 m/s  23. Alternative means of directional control  180° turn achievable in 20 s Yes A Stall or spin occurs No A Stall or spin occurs No A A No A No A A  24. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available 0 not available		Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
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180° turn achievable in 20 s Yes A Stall or spin occurs No A No A No A No A A Stall or spin occurs No A No A No A No A A A Stall or spin occurs No A No A No A No A A Stall or spin occurs not available A No A Stall or spin occurs No A No A No A No A No A No A Stall or spin occurs in a variable No No A	23. Alternativ					
Stall or spin occurs No A  24. Any other flight procedure and/or configuration described in the user's manual  Procedure works as described not available 0 no			Yes	Α	Yes	Α
24. Any other flight procedure and/or configuration described in the user's manual  Procedure works as described not available 0 not available		Stall or spin occurs	No	Α	No	Α
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Procedure suitable for novice pilots not available 0 Cascade occurs not available 0 not available 0	,			0	not available	0
Cascade occurs not available 0 Comments of test pilot				0		
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	2300	•	no		no	



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