



## SKY PARAGLIDERS

### **Metis 2**

I was expecting a lot of this tandem, so much the MCC Beluga made by the same designer pleased me.

The Metis tandem is smaller , 40 m<sup>2</sup> for a 14,33 m span, an aspect ratio of 5,1 and 54 cells. Its weight is exceptional for a tandem glider : 7,7 kg checked ! It looks clean at first sight, the glider is tattooed with the familiar « S » on both surfaces, manufacturing and finish details are excellent.

Without wind, the Metis inflates in one go, without strength. Take-off is less remarkable than the Beluga but nevertheless excellent. Into strong wind, it's a model of simplicity and easiness, rising over the pilot frankly, regularly, without any over pitching tendency.

In the air, the glider is on a rail, beating in glide my benchmark Magnum, near of 8,5:1 and a trim released speed of 45 km/h. Break pressure is comparatively light and turns are easy and intuitive. The glider communicates a lot from the wing-tips with sometimes a few cells collapse. In thermal, even though its small size, Metis 2 is precise and efficient but more sensible at the top of the weight range.

Now talking about the accessories, the big ears kit, equipped with a belaying-cleat set on the « A » risers : an efficient system that allows to collapse the wing-tips more or less. But the effort to execute the manoeuvre needs a real habit. In comparison with the big ears kit set on the Advance Bi Beta 4 (separate big ears risers with a belaying-cleat on « D » risers ), the system developed by Sky is less efficient, as well as the trim system which is a webbing loop passing into two buckles. Even though these accessories are used occasionally, they don't represent real functional piloting tools, useful at any moment.

In flight, Metis 2 has excellent performance and reveals itself as a nice XC tool, but also for pro's local flights. No surprise when collapsing, the glider communicates well without excess, without undesirable roll movement. Into heavy turbulence, it stabilises by itself the back and forth movements. In 360, everything goes fast but well, return to normal flight demands some piloting skills but less than the Ozone Magnum.

Finally, when comes time to land, Metis 2 offers a very good flair and an easy landing, less technical than the Magnum which needs a more delicate attention. No matter you are with light or heavy passenger, landing is state of the art. The landing zone approach at low speed is delicate because of the small surface and Metis prefers to land with the windsock full of air rather than empty !

In conclusion, a very good light tandem for clubs and almost a super tandem for professionals if the big ears and trim systems are improved. A small size tandem that offers a great potential of XC flights with a lot of comfort.