





Sky Paragliders a.s. Mr. Nemec Martin Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic

Certificate EN

The hereunder sample of paraglider has been tested in accordance with the following standards: EN 926-2:2005 & EN 926-1:2006

AIR TURQUOISE SA certified by

ISO 9001
BUREAU VERITAS
Certification

info@para-test.com

 Certification number
 PG_0808.2013

 Manufacturer
 Sky Paragliders a.s.

 Glider model
 Kea S

 Category
 B

 Maximum weight in flight (kg)
 80 kg

 Minimum weight in flight (kg)
 58 kg

 Glider's weight (kg)
 3.15 kg

Date of flight test

Villeneuve, 10. 12. 2013



Air Turquoise SA Rte du Pré-au-Comte 8 | CH-1844 Villeneuve tel. +41 21 965 65 65 | mobile +41 79 202 52 30 info@para-test.com

AIR TURQUOISE SA certified by





Class: B

In accordance with EN standards 926-2:2005 & 926-1:2006: **P**

Date of issue (DMY):

PG_0808.2013 10. 12. 2013

Manufacturer: Sky Paragliders a.s.

Model: Kea S

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	80	Range of speed system (cm)	15
Minimum weight in flight (kg)	58	Speed range using brakes (km/h)	15
Glider's weight (kg)	3.15	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	27
Projected area (m2)	20.57		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness used for testing (max weight) Harness type	ABS	Inspections (whichever happens first) every 24 months	
	ABS Sup'Air	. , ,	
Harness type		every 24 months	
Harness type Harness brand	Sup'Air Altiplume	every 24 months Warning! Before use refer to user's manual Person or company having presented the	



AIR TURQUOISE SA certified by

Flight test report: EN

BUREAU VERITA

Certification number PG_0808.2013 Manufacturer Sky Paragliders a.s. 07.06.2013 Address Okružní 39 Date of flight test 73911 Frýdlant nad Ostravicí Czech Republic

Place of test Representative Alexandre Paux Villeneuve

Classification Glider model Kea S В

Test pilot	Fukuoka Seiko		Thurnheer Claude	
Harness	Sup'Air - Altiplume S		Sup'Air - Altiplume M	
Total weight in flight (kg)	·		80	
1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique required	No	Α	No	Α
2. Landing	A			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	A			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	Α			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	Α	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 60 cm	Α
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	Α			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn	В			
Sink rate after two turns	Up to 12 m/s	Α	More than 14 m/s	В
10. Symmetric front collapse	Α			
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
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	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α
Rocking back	Less than 45°	Α	Less than 45°	Α
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	В		3	
With 50% collapse	_			
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
Amount of control range between turn and stall or spin	More than 50 % of the	Α	More than 50 % of the symmetric	Α
	symmetric control travel		control travel	

16. Trim speed spin tendency	Α			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	A			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	13		18	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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				





Sky Paragliders a.s. Mr. Nemec Martin Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic

Certificate EN

The hereunder sample of paraglider has been tested in accordance with the following standards: EN 926-2:2005 & EN 926-1:2006



 Certification number
 PG_0809.2013

 Manufacturer
 Sky Paragliders a.s.

 Glider model
 Kea M

 Category
 B

 Maximum weight in flight (kg)
 95 kg

 Minimum weight in flight (kg)
 73 kg

 Glider's weight (kg)
 3.3 kg

Date of flight test

 Flight tests
 .05. 06. 2013

 Serial number
 .M1262-11-1189

Villeneuve, 10. 12. 2013



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AIR TURQUOISE SA certified by

Flight test report: EN

Manufacturer Sky Paragliders a.s. Certification number PG_0809.2013 Address Okružní 39 Date of flight test 05.06.2013

73911 Frýdlant nad Ostravicí

Czech Republic

Representative Alexandre Paux Place of test Villeneuve

Classification Glider model Kea M В

Rising behaviour Special take off technique required No A Special take off technique required No A Special landing A Special landing technique required No A A Special landing technique required No A A Special landing technique required A Special landing reprise A Scolial landing technique required A Specia					
Total weight in flight (kg) 73 95 1. Inflation/Take-off A Rising behaviour Smooth, easy and constant rising A No A N	Test pilot	Fukuoka Seiko		Thurnheer Claude	
A Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising A No A N	Harness	Advance - Success 2 S		Gin Gliders - Geni III M	
A Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising A No A N	Total weight in flight (kg)	73		95	
Special take off technique required A 2. Landing A 3. Speci al landing technique required A 4 7 Irim speed more than 30 km/h Yes A Yes A Yes A Yes A Yes A Yes A 4 Control movement A Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A not available O increasing / greater than 60 cm A Max. weight in flight go kg to 100 kg Symmetric control pressure / travel not available O increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O ont available A Dive forward angle on exit Collapse occurs No A Reducing A Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A Spontaneous exit A Spontaneous exit A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward on to 30° / Keeping A Dive forward on to 30° / Keeping A Dive forward on to 30° / Keeping A Dive forward on to 30° / Seeping A Dive f	1. Inflation/Take-off				
Special take off technique required A 2. Landing A 3. Speci al landing technique required A 4 7 Irim speed more than 30 km/h Yes A Yes A Yes A Yes A Yes A Yes A 4 Control movement A Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm A not available O increasing / greater than 60 cm A Max. weight in flight go kg to 100 kg Symmetric control pressure / travel not available O increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O ont available A Dive forward angle on exit Collapse occurs No A Reducing A Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A Spontaneous exit A Spontaneous exit A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward on to 30° / Keeping A Dive forward on to 30° / Keeping A Dive forward on to 30° / Keeping A Dive forward on to 30° / Seeping A Dive f	Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special landing technique required A 3. Speed in straight flight A Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Yes A 4 Yes A Minimum speed A 4. Control movement A 4. Control movement A Max. weight in flight up to 80 kg Symmetric control pressure / travel Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 55 cm A not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A A A A Dive forward less than 30° A No A No A No A A No A Collapse occurs No A No A No A A No A Reducing A Redu	Special take off technique required	No	Α	No	Α
A Yes A Yes A Yes A Yes A Minimum speed more than 30 km/h Yes A Yes A Yes A Minimum speed more than 30 km/h Yes A Yes A Yes A Minimum speed Less than 25 km/h A Less than 40 cm A Less than 45	2. Landing	A			
Trim speed more than 30 km/h Yes A Not available O Increasing / greater than 25 km/h A Not available O Increasing / greater than 25 km/h A Not available O Increasing / greater than 25 km/h A Not available O Increasing / greater than 60 cm A Not available O Increasing / greater than 60 cm A Not available O Increasing / greater than 60 cm A Not available O Increasing / greater than 60 cm A Not available O Increasing / greater than 60 cm A Not available O Increasing / greater than 60 cm A Not available O Increasing / greater than 50 cm A Not available O Increasing / greater than 60 cm A Not available O Increasing / greater than 50 cm A Not available O Increasing / greater than 50 cm A Not available O Increasing / greater than 60 cm A Not available O Increasing / greater than 60 cm A Not available O Increasin	Special landing technique required	No	Α	No	Α
Speed range using the controls larger than 10 km/h Yes Less than 25 km/h A Less than	3. Speed in straight flight	A			
Minimum speed Less than 25 km/h A No tavailable O Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available O Increasing / greater than 60 cm A Dive forward less than 30° A Dive forward less than 30° A No A N	Trim speed more than 30 km/h	Yes	Α	Yes	Α
A. Control movement Max. weight in flight up to 80 kg Symmetric control pressure / travel not available not available o Increasing / greater than 55 cm A not available o Increasing / greater than 55 cm A not available o Increasing / greater than 55 cm A not available o Increasing / greater than 60 cm A. Wax. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available o not	Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Max. weight in flight up to 80 kg Symmetric control pressure / travel Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available not available not available not avail	Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
Symmetric control pressure / travel Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available not available 0 Increasing / greater than 60 cm Amax. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 symmetric control pressure / travel 0 not available 1 not available	4. Control movement	A			
Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 not available 0 not available 0 5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° A No A N	Max. weight in flight up to 80 kg				
Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm A Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 not available 0 not available 0 5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A No A Collapse occurs No A No A No A 6. Pitch stability operating controls during accelerated flight A Collapse occurs No A No A No A 7. Roll stability and damping A Scillations Reducing A Reducing A 8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour in a steeply banked turn B Sink rate after two turns 12 m/s to 14 m/s A More than 14 m/s B Entry Rocking back less than 45° A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° / Keeping course Cascade occurs No A No A No A	Symmetric control pressure / travel	Increasing / greater than 55 cm	Α	not available	0
Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 not available 0 not available 0 5. Pitch stability exiting accelerated flight 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 A Oscillations Reducing A Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A Spontaneous exit A B Sink rate after two turns 12 m/s to 14 m/s A Recovery A Rocking back less than 45° A Rocking back less than 45° A Recovery Dive forward of to 30° / Keeping course Cascade occurs No A No A Dive forward 0° to 30° / Keeping course Cascade occurs No A No A Dive forward 0° to 30° / Keeping course Cascade occurs No A No A Dive forward 0° to 30° / Keeping course Cascade occurs	Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel not available 0 not availa	Symmetric control pressure / travel	not available	0	Increasing / greater than 60 cm	Α
5. Pitch stability exiting accelerated flight Dive forward angle on exit Dive forward less than 30° A No A No A Collapse occurs No A No A No A No A Reducing A Stability and damping Oscillations Reducing A Reducing A Reducing A Spontaneous exit A Spontaneous exit A Spontaneous exit A Recovery Spontaneous in less than 3 s A Spontaneous in less than 45° A Spontaneous in less than 3 s A Dive forward less than 30° A Dive forward 0° to 30° / Keeping course Cascade occurs No A Dive forward 0° to 30° / Keeping course Cascade occurs No A Dive forward 0° to 30° / Keeping course Cascade occurs No A Dive forward 0° to 30° / Keeping course Cascade occurs No A Dive forward 0° to 30° / Keeping course Cascade occurs No A Dive forward 0° to 30° / Keeping course Cascade occurs No A Dive forward 0° to 30° / Keeping course Cascade occurs No Cascade occurs Dive forward 0° to 30° / Keeping course Cascade occurs Cascade occurs Dive forward 0° to 30° / Keeping course Cascade occurs Cascade occurs Dive forward 0° to 30° / Keeping course Cascade occurs Cascade occurs Dive forward Occurse Cascade occurs Cascade occurs Dive forward Occurse Cascade occurs Dive f	Max. weight in flight greater than 100 kg				
Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° A No A N	Symmetric control pressure / travel	not available	0	not available	0
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 A Oscillations Reducing A Reducing A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour in a steeply banked turn B Sink rate after two turns 12 m/s to 14 m/s A Rocking back less than 14 m/s B Entry Rocking back less than 45° A Rocking back less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit / Change of course Cascade occurs No A No A	5. Pitch stability exiting accelerated flight	A			
6. Pitch stability operating controls during accelerated flight Collapse occurs No A No A No A Reducing A Reducing A Spontaneous exit A Spontaneous exit A Spontaneous exit A B Sink rate after two turns 12 m/s to 14 m/s A Reducing back less than 45° A Rocking back less than 45° A Spontaneous in less than 3 s A Cascade occurs No A No A No A Reducing A Reduci	Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs No A No A No A 7. Roll stability and damping A Oscillations Reducing A Reducing A Reducing A 8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour in a steeply banked turn B Sink rate after two turns 12 m/s to 14 m/s A More than 14 m/s B 10. Symmetric front collapse A 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 Cascade occurs No A No A	Collapse occurs	No	Α	No	Α
7. Roll stability and damping A Oscillations Reducing A Repair A Repair A Repair A Ropontaneous exit A Rocking back less than 45° A Rocking back less than 45° A Recovery Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit / Change of course Cascade occurs No A Rocking back less than 45° A Rocking back less	6. Pitch stability operating controls during accelerated flight	Α			
Oscillations Reducing A Peducing A Spontaneous exit A Spontaneous exit A Repucion A Recovery B Recovery A Rocking back less than 45° A Rocking back less t	Collapse occurs	No	Α	No	Α
A Spontaneous exit A Spontaneous in 4 Spontaneous in 6 Spontaneo	7. Roll stability and damping	Α			
Tendency to return to straight flight 9. Behaviour in a steeply banked turn 8. Sink rate after two turns 12 m/s to 14 m/s A More than 14 m/s B 10. Symmetric front collapse A Entry Recovery Recovery Spontaneous in less than 45° Spontaneous in less than 3 s A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit / Change of course Cascade occurs No A Spontaneous exit A Spontaneous exit A Spontaneous exit A More than 14 m/s B A Rocking back less than 45° A Spontaneous in less than 45° A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° / Keeping course A No A No A	Oscillations	Reducing	Α	Reducing	Α
9. Behaviour in a steeply banked turn B Sink rate after two turns 12 m/s to 14 m/s A More than 14 m/s B 10. Symmetric front collapse A Entry Rocking back less than 45° Spontaneous in less than 3 s Dive forward angle on exit / Change of course Cascade occurs No A More than 14 m/s A Rocking back less than 45° A Rocking back less than 45° A Spontaneous in less than 3 s A Dive forward 0° to 30° / Keeping course No A No A No A	8. Stability in gentle spirals	Α			
Sink rate after two turns 12 m/s to 14 m/s A More than 14 m/s B 10. Symmetric front collapse A Entry Recovery Spontaneous in less than 45° Spontaneous in less than 3 s Dive forward angle on exit / Change of course Cascade occurs No A More than 14 m/s A Rocking back less than 45° A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course A No A No A	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
A Entry Rocking back less than 45° A Rocking back less than 45° A Rocking back less than 45° A 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 Cascade occurs No A No A	9. Behaviour in a steeply banked turn	В			
Recovery Recovery Spontaneous in less than 3 s Dive forward angle on exit / Change of course Cascade occurs Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping course No A Rocking back less than 45° A Spontaneous in less than 3 s A Dive forward 0° to 30° / Keeping course A No A No A	Sink rate after two turns	12 m/s to 14 m/s	Α	More than 14 m/s	В
Recovery Spontaneous in less than 3 s A 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 Cascade occurs No A No A	10. Symmetric front collapse	Α			
Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping course Dive forward 0° to 30° / Keeping course A Dive forward 0° to 30° / Keeping course A No A	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
course course Cascade occurs No A No A	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit / Change of course	, 0	Α		Α
MPH loveton	Cascade occurs	No	Α	No	Α
with accelerator	With accelerator				
Entry Rocking back less than 45° A Rocking back less than 45° A	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A	, ,		•
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A	, ,		, ,
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	A
	Less than 45°	Α	Less than 45°	
Rocking back	Most lines tight			A A
Line tension	· ·	Α	Most lines tight	А
14. Asymmetric collapse With 50% collapse	В			
•	Lass than 00° / Division and language	۸	Lace their 00° / Dive on rell areas 0°	^
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	А	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse	140	^	NO	^
,	Loop than 00° / Divo or roll angle	٨	00° to 190° / Divo or roll angle 15°	D
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
	Less than 360°		Less than 360°	
Total change of course		A		A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	A			
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
Amount of control range between turn and stall or spin	More than 50 % of the	Α	More than 50 % of the symmetric	Α
	symmetric control travel		control travel	

16. Trim speed spin tendency	A			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	A			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	A			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	16		16	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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				



paragliding by air turquoise

Air Turquoise SA Rte du Pré-au-Comte 8 | CH-1844 Villeneuve tel. •41 21 965 65 65 | mobile •41 79 202 52 30 info@para-test.com

Sky Paragliders a.s. Mr. Nemec Martin Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic

Certificate EN

The hereunder sample of paraglider has been tested in accordance with the following standards: EN 926-2:2005 & EN 926-1:2006

AIR TURQUOISE SA certified by

ISO 9001
BUREAU VERITAS
Certification

 Certification number
 PG_0810.2013

 Manufacturer
 Sky Paragliders a.s.

 Glider model
 Kea L

 Category
 B

 Maximum weight in flight (kg)
 110 kg

 Minimum weight in flight (kg)
 88 kg

 Glider's weight (kg)
 3.5 kg

Date of flight test

 Flight tests
 06. 06. 2013

 Serial number
 M 1159-11-0847

Villeneuve, 10. 12. 2013



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AIR TURQUOISE SA certified by





Class: B

In accordance with EN standards 926-2:2005 & 926-1:2006: PG_0810.2013

Date of issue (DMY): 10. 12. 2013

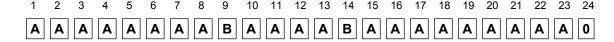
Manufacturer: Sky Paragliders a.s.

Model: Kea L

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	110	Range of speed system (cm)	15
Minimum weight in flight (kg)	88	Speed range using brakes (km/h)	15
Glider's weight (kg)	3.5	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	27
Projected area (m2)	23.88		
Harness used for testing (max weight)		Inspections (whichever happens first)	
mainess used for testing (max weight)		mapections (whichever happens mat)	
Harness type	ABS	every 24 months	
	ABS Sup'Air	,	
Harness type		every 24 months	
Harness type Harness brand	Sup'Air	every 24 months Warning! Before use refer to user's manual Person or company having presented the	
Harness type Harness brand Harness model	Sup'Air Access L	every 24 months Warning! Before use refer to user's manual Person or company having presented the	







AIR TURQUOISE SA certified by

Flight test report: EN

Manufacturer Sky Paragliders a.s. Certification number PG_0810.2013 06.06.2013 Address Okružní 39 Date of flight test 73911 Frýdlant nad Ostravicí

Czech Republic

Representative Alexandre Paux Place of test Villeneuve

Classification Glider model Kea L В

-	Thurnheer Claude Sky Paragliders - Revel II M	1	Berruex Gilles Sup'Air - Access L	
Total weight in flight (kg)		•	110	
1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique required	No	Α	No	Α
2. Landing	A			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	Α			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	Α			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	Increasing / greater than 60 cm	Α	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	Α
5. Pitch stability exiting accelerated flight	Α			
Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	Α			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn	В			
Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front collapse	Α			
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α
Rocking back	Less than 45°	Α	Less than 45°	Α
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	В			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
Amount of control range between turn and stall or spin	More than 50 % of the	Α	More than 50 % of the symmetric	Α
	symmetric control travel		control travel	

16. Trim speed spin tendency	A			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	A			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	16		20	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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				







Sky Paragliders a.s. Mr. Nemec Martin Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic

Certificate EN

The hereunder sample of paraglider has been tested in accordance with the following standards: EN 926-2:2005 & EN 926-1:2006

AIR TURQUOISE SA certified by



Certification number	. PG 0811.2013
Manufacturer	
Glider model	
Category	_
Maximum weight in flight (kg)	
Minimum weight in flight (kg)	
Glider's weight (kg)	3.7 kg

Date of flight test

Flight tests	. 07. 06. 2013
Serial number	2008_11_11_0896
Load test	. 10. 12. 2013
Serial number	1.160-11-0914

Villeneuve, 10. 12. 2013



Air Turquoise SA Rte du Pré-au-Comte 8 | CH-1844 Villeneuve tel. +41 21 965 65 65 | mobile +41 79 202 52 30 info@para-test.com

PG_0811.2013

10. 12. 2013

AIR TURQUOISE SA certified by





Class: B

In accordance with EN standards 926-2:2005 & 926-1:2006:

Date of issue (DMY):

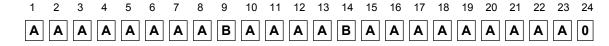
Manufacturer: Sky Paragliders a.s.

Model: Kea XL

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	130	Range of speed system (cm)	15
Minimum weight in flight (kg)	103	Speed range using brakes (km/h)	15
Glider's weight (kg)	3.7	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	27
Projected area (m2)	25.73		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 24 months	
Harness brand	Niviuk Gliders	Warning! Before use refer to user's manual	
Harness model	Hamak M	Person or company having presented the glider for testing: Alexandre Paux	
Harness to risers distance (cm)	49		
Distance between risers (cm)	46		







AIR TURQUOISE SA certified by

Flight test report: EN

BUREAU VERITA

Certification number Manufacturer Sky Paragliders a.s. PG_0811.2013 07.06.2013 Address Okružní 39 Date of flight test

73911 Frýdlant nad Ostravicí Czech Republic

Place of test Representative Alexandre Paux Villeneuve

Classification Glider model Kea XL В

Test pilot	: Thurnheer Claude		Zoller Alain	
Harness	Gin Gliders - Geni III M		Niviuk Gliders - Hamak M	
Total weight in flight (kg)	103		130	
1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique required	No	Α	No	Α
2. Landing	A			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	A			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	A			
Max. weight in flight up to 80 kg				
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	Α	Increasing / greater than 65 cm	Α
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	A			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn	В			
Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front collapse	A			
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α
Rocking back	Less than 45°	Α	Less than 45°	Α
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	В		•	
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
Amount of control range between turn and stall or spin	More than 50 % of the	Α	More than 50 % of the symmetric	Α
	symmetric control travel		control travel	

16. Trim speed spin tendency	A			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	A			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	A			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	17		20	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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				