Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



# Flight test report: EN 926-2:2013 & LTF 91/09

Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1315.2018				
Address	Okruzní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test		8.04.2018				
Glider model	Kudos XS	Classification	E	3				
Serial number	2351-11-0599	Representative	Ν	lone				
Trimmer	no	Place of test	1	/illeneuve				
	no		-					
Test pilot		Light pilot under Air Turquoise supervision		Light pilot under Air Turquoise supervision				
Harness		Supair - Altiplume S	Supair - XX-Lite					
Harness to risers dis	tance (cm)	43						
Distance between ris	. ,	40		.0				
	· · ·	55		5				
Total weight in flight	(Kg)	55		5				
1. Inflation/Take-off		Α						
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А			
Special take off technique re	equired	No	А	No	А			
2. Landing		Α						
Special landing technique re	quired	No	А	No	А			
3. Speed in straight flight		В						
Trim speed more than 30 km	n/h	Yes	А	Yes	A			
Speed range using the contr	ols larger than 10 km/h	Yes	А	Yes	A			
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В			
4. Control movement		Α						
Max. weight in flight up to								
Symmetric control pressure		Increasing / greater than 55 cm	А	Increasing / greater than 55 cm	A			
Max. weight in flight 80 kg	-							
Symmetric control pressure		not available	0	not available	0			
Max. weight in flight greate								
Symmetric control pressure		not available	0	not available	0			
5. Pitch stability exiting ac	celerated flight	Α						
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A			
Collapse occurs		No	Α	No	A			
6. Pitch stability operating flight	controls during accelerated	Α						
Collapse occurs		No	А	No	A			
7. Roll stability and dampi	ng	А						
Oscillations		Reducing	А	Reducing	A			
8. Stability in gentle spiral		Α						
Tendency to return to straigh		Spontaneous exit	A	Spontaneous exit	A			
9. Behaviour exiting a fully		A						
Initial response of glider (firs		Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A			
Tendency to return to straigh	nt 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 norma	al flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A			
10. Symmetric front collap	se	Α						
Approximately 30 % chord	I							

Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
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	А	No	А
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 30° to 60° /	В	Dive forward 0° to 30° / Keeping	A
	Entering a turn of less than 90°	_	course	
Cascade occurs	No	A	No	A
Folding lines used	No		No	
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	А
Recovery	Spontaneous in 3 s to 5 s	В	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 30° to 60° / Keeping course	В	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
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
-				A
Change of course	Changing course less than 45°	A	Changing course less than 45°	
Cascade occurs	No	A	No	A
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	Α	No	A
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse	Α	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	Α	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	В			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	А	Less than 90° / Dive or roll angle 0° to 15°	А
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous	A	No (or only a small number of collapsed cells with a spontaneous	A
Tuistan	reinflation)		reinflation)	•
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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 $15^\circ$ to $45^\circ$	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°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	В	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
15. Directional control with a maintained asymmetric	Α			
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	<b>A</b>			
Spin occurs	No	A	No	A
17. Low speed spin tendency	A		N1-	•
Spin occurs	No	A	No	A
18. Recovery from a developed spin	A Stone onigning in loss than 00°	٨	Stans asigning in lass than 00°	•
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	A Changing source loss than 45°	٨	Changing source less than 45°	۸
Change of course before release Behaviour before release	Changing course less than 45°	A	Changing course less than 45°	A
	Remains stable with straight span	A	Remains stable with straight span Spontaneous in less than 3 s	A
Recovery	Spontaneous in less than 3 s	A		A
Dive forward angle on exit	Dive forward 0° to 30°		Dive forward 0° to 30°	A
Cascade occurs 20. Big ears	No A	A	No	A
Entry procedure	Dedicated controls	А	Dedicated controls	А
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	Α	,,		, ,
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	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°	А	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
23. Any other flight procedure and/or configuration described in the user's manual	0			
	not available	0	not available	0
Procedure works as described				
Procedure works as described Procedure suitable for novice pilots	not available	0	not available	0

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes







In accordance with standards\\\nEN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG\_1315.2018 19.06.2018 Sky Paragliders a.s. Kudos XS 2351-11-0599

### Configuration during flight tests

Paraglider		Accessories										
Maximum weight in flight (kg)	75	Range of speed system (cm)	12									
Minimum weight in flight (kg)	55	Speed range using brakes (km/h)	13									
Glider's weight (kg)	4	Total speed range with accessories (km/h)	24									
Number of risers	3	Range of trimmers (cm)	0									
Projected area (m2)	19.36											
Harness used for testing (max weight) Inspections (whichever happens first)												
Harness type <b>ABS</b> every 12 months or every 100 flying hours												
Harness brand	Supair	Warning! Before use refer to user's manual										
Harness model	XX-Lite	Person or company having presented the glider for testing: <b>None</b>										
Harness to risers distance (cm)	40											
Distance between risers (cm)	40											
1 2 3 4 5 6 7 8	9 10 11	12 13 14 15 16 17 18 19 20 21	1 22 23									
<b>A A B A A A A A</b>	ABA	A	A 0									

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



# Flight test report: EN 926-2:2013 & LTF 91/09

Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1281.2017	
Address	Okruzní 39	Flight test	0	6.02.2018	
	73911 Frýdlant nad				
	Ostravicí Czech Republic				
Glider model	Kudos S	Classification	E	}	
Serial number	2261-11-1512	Representative	_	lone	
Trimmer		Place of test		/illeneuve	
	no	Flace of lest	lieneuve		
Folding lines used	no				
Test pilot		Philippe Dupont	C	Claude Thurnheer	
Harness		Supair - Altiplume S	S	Supair - Altiplume M	
Harness to risers d	listance (cm)	41	4	3	
Distance between i		40		4	
Total weight in flig		64		1	
		<u></u>	U	· ·	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique	erequired	No	А	No	Α
2. Landing		Α			
Special landing technique		No	A	No	A
3. Speed in straight fligh		B		×.	•
Trim speed more than 30		Yes	A	Yes	A
	ontrols larger than 10 km/h	Yes Less than 25 km/h	A A	Yes 25 km/h to 30 km/h	A B
Minimum speed 4. Control movement			A	25 KII/II to 50 KII/II	Б
Max. weight in flight up	to 80 kg	A			
Symmetric control pressu		Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80					Ũ
Symmetric control pressu		not available	0	Increasing / greater than 60 cm	А
Max. weight in flight gre			Ũ		
Symmetric control pressu	-	not available	0	not available	0
5. Pitch stability exiting		Α			
Dive forward angle on exi	_	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	А	No	А
6. Pitch stability operati flight	ng controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and dam	nping	А			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spi		Α			
Tendency to return to stra		Spontaneous exit	A	Spontaneous exit	Α
-	ally developed spiral dive	<b>A</b>			
Initial response of glider (		Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to stra	aight 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 nor	mal flight	Less than 720°, spontaneous recovery	A	<b>o</b> ,	A
10. Symmetric front col	apse	A			
Approximately 30 % cho	ord				
Entry		Rocking back less than 45°	А	Rocking back less than 45°	A

Deserver	Coortenacio in lass than 2 a	•	Constant on the state of the st	•
Recovery	Spontaneous in less than 3 s Dive forward 0° to 30° Keeping	A	Spontaneous in less than 3 s	A A
Dive forward angle on exit Change of course	course	A	Dive forward 0° to 30° Keeping course	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	А	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
With accelerator				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
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	А	No	А
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 30° to 60°	В	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	В			
Small asymmetric collapse				
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 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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 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

Test Report generated automatically by AIR TURQUOISE SA, valid without signature RE | rev 05 | 16.04.2018 // ISO | 71.8.2 // Page 2 of 3

Total change of course	Less than 360°	Α	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	Α	No	А
Cascade occurs	No	Α	No	А
Folding lines used	No		No	
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	А	More than 50 % of the symmetric control travel	А
16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than $90^\circ$	Α	Stops spinning in less than 90°	А
Cascade occurs	No	Α	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than $45^{\circ}$	А
Behaviour before release	Remains stable with straight span	А	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	Α			
Entry procedure	Dedicated controls	A	Dedicated controls	А
Behaviour during big ears	Stable flight	A	Stable flight	А
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Alternative means of directional control	Α			
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	A			
Procedure works as described	Yes	A	not available	0
Procedure suitable for novice pilots	Yes	Α	not available	0
Cascade occurs	No	А	not available	0
24. Comments of test pilot				

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: **B** 

In accordance with standards\\\nEN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG\_1281.2017 19.06.2018 Sky Paragliders a.s. Kudos S 2261-11-1512

### Configuration during flight tests

Paraglider		Accessories								
Maximum weight in flight (kg)	81	81 Range of speed system (cm)								
Minimum weight in flight (kg)	64	Speed range using brakes (km/h)	13							
Glider's weight (kg)	4.2	Total speed range with accessories (km/h)	24							
Number of risers	3	Range of trimmers (cm)	0							
Projected area (m2)	20.68									
Harness used for testing (max weight) Inspections (whichever happens first)										
Harness type	ABS	every 12 months or every 100 flying hours								
Harness brand	Supair	Warning! Before use refer to user's manual								
Harness model	Altiplume M	Person or company having presented the glider for testing: <b>None</b>								
Harness to risers distance (cm)	43									
Distance between risers (cm)	44									
1 2 3 4 5 6 7 8	9 10 11	12 13 14 15 16 17 18 19 20 2 <sup>-</sup>	1 22 23							
<b>А А В А А А А</b> А	ΑΑΑ	<b>A B B A A A A A A</b>	AAA							

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



# Flight test report: EN 926-2:2013 & LTF 91/09

Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1271.2017				
Address	Okruzní 39	Flight test	0	4.12.2017				
	73911 Frýdlant nad	C						
	Ostravicí							
	Czech Republic							
Glider model	Kudos M	Classification	E					
Serial number	2259-11-1360	Representative	Ν	lone				
Trimmer	no	Place of test	V	/illeneuve				
Folding lines used	no							
Test pilot		Claude Thurnheer	А	lain Zoller				
Harness		Supair - Evo CX M	Ģ	Gin Gliders - Gingo 2 L				
Harness to risers di	stance (cm)	44		3				
Distance between ri	. ,	40		4				
	. ,	74		4				
Total weight in fligh	r (kg)	74	9	4				
1. Inflation/Take-off		Α						
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А			
Special take off technique	required	No	А	No	А			
2. Landing		Α						
Special landing technique		No	Α	No	А			
3. Speed in straight flight		Α						
Trim speed more than 30 k		Yes	Α	Yes	Α			
Speed range using the cor	trols larger than 10 km/h	Yes	A	Yes	A			
Minimum speed		Less than 25 km/h	A	Less than 25 km/h	А			
4. Control movement		Α						
Max. weight in flight up t			•		~			
Symmetric control pressure		Increasing / greater than 55 cm	А	not available	0			
Max. weight in flight 80 k		pat available	0	Increasing / greater than 60 am	^			
Symmetric control pressure Max. weight in flight grea		not available	0	Increasing / greater than 60 cm	A			
Symmetric control pressure	-	not available	0	not available	0			
5. Pitch stability exiting a		A	0		U			
Dive forward angle on exit	-	Dive forward less than 30°	А	Dive forward less than 30°	А			
Collapse occurs		No	A	No	A			
•	g controls during accelerated	A						
Collapse occurs		No	А	No	А			
7. Roll stability and damp	bing	Α						
Oscillations		Reducing	А	Reducing	А			
8. Stability in gentle spira	als	A						
Tendency to return to strai	aht fliaht	Spontaneous exit	А	Spontaneous exit	А			
9 Pohoviour oviting o ful	g							
9. Benaviour exiting a rui	ly developed spiral dive	Α						
Initial response of glider (fi	ly developed spiral dive	A Immediate reduction of rate of turn	А	Immediate reduction of rate of turn	А			
-	ly developed spiral dive rst 180°)		A A	Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing)	A A			
Initial response of glider (fi	<b>Iy developed spiral dive</b> rst 180°) ght flight	Immediate reduction of rate of turn Spontaneous exit (g force		Spontaneous exit (g force				
Initial response of glider (fi Tendency to return to strai	<b>ly developed spiral dive</b> rst 180°) ght flight nal flight	Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous	A	Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous	A			
Initial response of glider (fi Tendency to return to strain Turn angle to recover norm	ly developed spiral dive rst 180°) ght flight nal flight pse	Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous recovery	A	Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous	A			

Test Report generated automatically by AIR TURQUOISE SA, valid without signature RE | rev 05 | 16.04.2018 // ISO | 71.8.2 // Page 1 of 3

With accelerator	NO		NO	
Folding lines used	No		No	
	Decling book loss than 45°	۸	Desking besk less than 45°	•
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	А	No	А
Folding lines used	No	A	No	A
	A		NO	
11. Exiting deep stall (parachutal stall)		۸	Vac	^
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				
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
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	В			
Small asymmetric collapse				
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°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
	Less than 360°	А	Less than 360°	А
Total change of course		А	No (or only a small number of	А
Total change of course Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
-	collapsed cells with a spontaneous	A		A
Collapse on the opposite side occurs	collapsed cells with a spontaneous reinflation)	A A	reinflation)	A A
Collapse on the opposite side occurs Twist occurs	collapsed cells with a spontaneous reinflation) No		reinflation) No	
Collapse on the opposite side occurs Twist occurs Cascade occurs	collàpsed cells with a spontaneous reinflation) No No No		reinflation) No No	
Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used	collàpsed cells with a spontaneous reinflation) No No No	A	reinflation) No No	
Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used Small asymmetric collapse with fully activated accelerato Change of course until re-inflation / Maximum dive forward or	collàpsed cells with a spontaneous reinflation) No No No <b>r</b> Less than 90° / Dive or roll angle	A	reinflation) No No Less than 90° / Dive or roll angle	A

Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
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	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	А	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears				
Lo. Dig cuio	Α			
Entry procedure	A Dedicated controls	А	Dedicated controls	А
		A A	Dedicated controls Stable flight	A A
Entry procedure	Dedicated controls			
Entry procedure Behaviour during big ears Recovery	Dedicated controls Stable flight	А	Stable flight	А
Entry procedure Behaviour during big ears	Dedicated controls Stable flight Spontaneous in less than 3 s	A A	Stable flight Spontaneous in less than 3 s	A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A	Stable flight Spontaneous in less than 3 s	A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b>	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A	A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight	A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight	A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls	A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls	A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure Behaviour during big ears Recovery	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s	A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s	A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears <b>22. Alternative means of directional control</b>	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight <b>A</b>	A A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears <b>22. Alternative means of directional control</b> 180° turn achievable in 20 s	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A Yes	A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A
<ul> <li>Entry procedure</li> <li>Behaviour during big ears</li> <li>Recovery</li> <li>Dive forward angle on exit</li> <li>21. Big ears in accelerated flight</li> <li>Entry procedure</li> <li>Behaviour during big ears</li> <li>Recovery</li> <li>Dive forward angle on exit</li> <li>Behaviour immediately after releasing the accelerator while maintaining big ears</li> <li>22. Alternative means of directional control</li> <li>180° turn achievable in 20 s</li> <li>Stall or spin occurs</li> <li>23. Any other flight procedure and/or configuration</li> </ul>	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight <b>A</b> Yes	A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A
Entry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry procedureBehaviour during big earsRecoveryDive forward angle on exitBehaviour immediately after releasing the accelerator while maintaining big ears22. Alternative means of directional control180° turn achievable in 20 sStall or spin occurs23. Any other flight procedure and/or configuration described in the user's manual	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight <b>A</b> Yes No <b>0</b>	A A A A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Yes No	A A A A A A A A A
Entry procedureBehaviour during big earsRecoveryDive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedureBehaviour during big earsRecoveryDive forward angle on exitBehaviour during big earsRecoveryDive forward angle on exitBehaviour immediately after releasing the accelerator while maintaining big ears <b>22. Alternative means of directional control</b> 180° turn achievable in 20 sStall or spin occurs <b>23. Any other flight procedure and/or configuration described in the user's manual</b> Procedure works as described	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A Yes No 0 not available	A A A A A A A A O	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Yes No	A A A A A A A A A A A A O

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: **B** 

In accordance with standards\\\nEN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG\_1271.2017 19.06.2018 Sky Paragliders a.s. Kudos M 2259-11-1360

### Configuration during flight tests

Para	glide	r									1	Acces	sorie	s								
Maxir	mum	weig	eight in flight (kg) 94						94		I	Range of speed system (cm)									13	
Minimum weight in flight (kg)					•	74		:	Speed range using brakes (km/h)								13					
Glider's weight (kg)					4	4.5		-	Total speed range with accessories (km/h)						)	24						
Num	per of	f risei	s					:	3		Range of trimmers (cm)						mers (cm) 0				0	
Proje	cted	area	(m2)					:	22.09	)												
Harn	ess ı	used	for to	esting	<b>g</b> (ma	ıx we	ight)				I	Inspec	ction	s (wh	ichev	er ha	ippen	s firs	t)			
Harness type								ABS		(	every 12 months or every 100 flying hours											
Harne	ess b	rand							Gin G	Glider	s \	Warnir	ng! Be	efore	use r	efer t	o use	er's m	nanua	al		
Harne	ess m	nodel							Ging	o 2 L		Persor glider 1					pres	enteo	the			
Harne	ess to	o rise	rs dis	tance	e (cm	)			43													
Dista	nce b	etwe	en ris	sers (	cm)				44													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	в	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	0

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



# Flight test report: EN 926-2:2013 & LTF 91/09

ManufacturerSky Paragliders a.s.Certification numberPG_1282.2017AddressOkruzní 39 T3911 Frýdlant nad Ostravicí Czech RepublicFlight test20.12.2017Glider modelKudos LClassificationBSerial number2261-11-1511RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoClaude ThurnheerAlain ZollerHarnessnoViviuk - Hamak MGin Gliders - GinHarness to risers distance (cm)4443Distance between risers (cm)4446Total weight in flight (kg)851081. Inflation/Take-off Special take off technique requiredASmooth, easy and constant rising NoASpecial take off technique requiredNoANo	1go 2 L
73911 Frýdlant nad Ostravicí Czech Republic       Serial number       2261-11-1511       Representative       None         Serial number       2261-11-1511       Representative       None         Trimmer       no       Place of test       Villeneuve         Folding lines used       no       Claude Thurnheer       Alain Zoller         Harness       no       Niviuk - Hamak M       Gin Gliders - Gin         Harness to risers distance (cm)       44       43         Distance between risers (cm)       44       46         Total weight in flight (kg)       85       108         1. Inflation/Take-off       A       Smooth, easy and constant rising       A	1go 2 L
Glider modelKudos LClassificationBSerial number2261-11-1511RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoClaude ThurnheerAlain ZollerTest pilotKarnessNiviuk - Hamak MGin Gliders - GinHarnessto risers distance (cm)4443Distance between risers (cm)4446Total weight in flight kg85108	1go 2 L
Serial number2261-11-1511RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoClaude ThurnheerAlain ZollerTest pilotKarnessNiviuk - Hamak MGin Gliders - GinHarness to risers distance (cm)4443Distance between risers (cm)4446Total weight in flight (kg)1081. Inflation/Take-offRising behaviourASmooth, easy and constant risingASmooth, easy and constant rising	1go 2 L
TrimmernoPlace of testVilleneuveFolding lines usednoClaude ThurnheerAlain ZollerTest pilotClaude ThurnheerAlain ZollerHarnessNiviuk - Hamak MGin Gliders - GinHarness to risers distance (cm)4443Distance between risers (cm)4446Total weight in flight (kg)851081. Inflation/Take-offASmooth, easy and constant risingARising behaviourASmooth, easy and constant risingA	igo 2 L
Folding lines used no       No         Test pilot Harness       Claude Thurnheer       Alain Zoller         Harness to risers distance (cm)       Alain Zoller       Gin Gliders - Gin         Distance between risers (cm)       44       43         Distance between risers (cm)       44       46         Total weight in flight (kg)       85       108         1. Inflation/Take-off       A       Smooth, easy and constant rising       A	וgo 2 L
Test pilotClaude ThurnheerAlain ZollerHarnessNiviuk - Hamak MGin Gliders - GinHarness to risers distance (cm)4443Distance between risers (cm)4446Total weight in flight (kg)851081. Inflation/Take-offASmooth, easy and constant risingARising behaviourASmooth, easy and constant risingASmooth, easy and constant rising	ngo 2 L
HarnessNiviuk - Hamak MGin Gliders - GinHarness to risers distance (cm)4443Distance between risers (cm)4446Total weight in flight (kg)851081. Inflation/Take-offASmooth, easy and constant risingARising behaviourASmooth, easy and constant risingA	וgo 2 L
Harness to risers distance (cm)4443Distance between risers (cm)4446Total weight in flight (kg)851081. Inflation/Take-offAARising behaviourSmooth, easy and constant risingA	ngo 2 L
Distance between risers (cm)4446Total weight in flight (kg)44461. Inflation/Take-offARising behaviourASmooth, easy and constant risingASmooth, easy and constant risingA	
Total weight in flight (kg)851081. Inflation/Take-offARising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASmooth, easy and constant rising	
Total weight in flight (kg)851081. Inflation/Take-offARising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASmooth, easy and constant rising	
Rising behaviour Smooth, easy and constant rising A Smooth, easy and	
Rising behaviour Smooth, easy and constant rising A Smooth, easy and	
	d constant rising
	-
2. Landing A	A
Special landing technique required No A No	А
3. Speed in straight flight B	~
Trim speed more than 30 km/h Yes A Yes	А
Speed range using the controls larger than 10 km/h Yes A Yes	A
Minimum speed Less than 25 km/h A 25 km/h to 30 km/	
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 Increasing / greater than 60 cm A not available	0
Max. weight in flight greater than 100 kg	
Symmetric control pressure / travel not available 0 Increasing / greater	er than 65 cm A
5. Pitch stability exiting accelerated flight A	
Dive forward angle on exitDive forward less than 30°ADive forward less	than 30° A
Collapse occurs No A No	A
6. Pitch stability operating controls during accelerated A flight	
Collapse occurs No A No	A
7. Roll stability and damping A	
Oscillations Reducing A Reducing	A
8. Stability in gentle spirals A	
Tendency to return to straight flight Spontaneous exit A Spontaneous exit	: A
9. Behaviour exiting a fully developed spiral dive A	
Initial response of glider (first 180°) Immediate reduction of rate of turn A Immediate reduction	
Tendency to return to straight flight         Spontaneous exit (g force         A         Spontaneous exit decreasing, rate of turn decreasing, ra	: (g force A of turn decreasing)
Turn angle to recover normal flight Less than 720°, spontaneous A Less than 720°, spontaneous recovery	pontaneous A
10. Symmetric front collapse A	
Approximately 30 % chord Rocking back less than 45° A Rocking back less	s than 45° A
Recovery Spontaneous in less than 3 s A Spontaneous in le	ess than 3 s A

Test Report generated automatically by AIR TURQUOISE SA, valid without signature RE | rev 05 | 16.04.2018 // ISO | 71.8.2 // Page 1 of 3

roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used <b>Small asymmetric collapse with fully activated accelerator</b> Change of course until re-inflation / Maximum dive forward or roll angle	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No No Less than 90° / Dive or roll angle 15° to 45°	A A A A	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No No Less than 90° / Dive or roll angle 15° to 45°	A A A A
Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Folding lines used	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No	A A A	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No No	A A A
Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No	A A A	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation) No	A A A
Re-inflation behaviour Total change of course Collapse on the opposite side occurs	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation)	A A	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous reinflation)	A A
Re-inflation behaviour Total change of course	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous	А	Spontaneous re-inflation Less than 360° No (or only a small number of collapsed cells with a spontaneous	А
Re-inflation behaviour	Spontaneous re-inflation		Spontaneous re-inflation	
5		А		A
roll angle	10 10 10			
Large asymmetric collapse Change of course until re-inflation / Maximum dive forward or	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
-				
Cascade occurs Folding lines used	No No	А	NO	A
Cascade occurs			No	
Collapse on the opposite side occurs Twist occurs	No (or only a small number of collapsed cells with a spontaneous reinflation) No	A	No (or only a small number of collapsed cells with a spontaneous reinflation) No	A A
Total change of course	Less than 360°	A	Less than 360°	A A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°		Less than 90° / Dive or roll angle 0° to 15°	A
14. Asymmetric collapse Small asymmetric collapse	В			
Line tension	Most lines tight	А	Most lines tight	А
Rocking back	Less than 45°	А	Less than 45°	А
Cascade occurs (other than collapses)	No	А	No	А
Collapse	No collapse	А	No collapse	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
13. Recovery from a developed full stall	Α			
Cascade occurs	No	А	No	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
12. High angle of attack recovery	A			
Cascade occurs	No		No	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Deep stall achieved Recovery	Yes Spontaneous in less than 3 s	A A	Yes Spontaneous in less than 3 s	A A
11. Exiting deep stall (parachutal stall)	A	Δ	Yes	٨
Folding lines used	No		No	
Cascade occurs	No	A	No	A
	course		course	
Recovery Dive forward angle on exit / Change of course	Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping	A A	Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping	A A
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
With accelerator	Desking back loss than 45°	•	Pooling book loss than 45°	۸
Folding lines used	No		No	
Cascade occurs	No	A	No	A
	course		course	
Recovery Dive forward angle on exit / Change of course	Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping	A A	Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping	A A
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
At least 50% chord	<b>_</b>	-		-
Folding lines used	No		No	
Cascade occurs	No	А	No	А
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 0° to 30° Keeping course	A
Dive featured and a suit Observe of second		•	Diverte model 0° to 00° Kernele e	

Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	А	More than 50 % of the symmetric control travel	А
16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	А	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20 Big core				
20. Big ears	Α			
20. Big ears Entry procedure	A Dedicated controls	А	Dedicated controls	A
		A A	Dedicated controls Stable flight	
Entry procedure	Dedicated controls			А
Entry procedure Behaviour during big ears Recovery	Dedicated controls Stable flight	А	Stable flight	A A
Entry procedure Behaviour during big ears	Dedicated controls Stable flight Spontaneous in less than 3 s	A A	Stable flight Spontaneous in less than 3 s	A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A	Stable flight Spontaneous in less than 3 s	A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b>	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A	A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight	A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight	A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls	A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls	A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure Behaviour during big ears Recovery	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s	A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s	A A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears <b>22. Alternative means of directional control</b>	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight <b>A</b>	A A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears <b>22. Alternative means of directional control</b> 180° turn achievable in 20 s	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A Yes	A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A
<ul> <li>Entry procedure</li> <li>Behaviour during big ears</li> <li>Recovery</li> <li>Dive forward angle on exit</li> <li>21. Big ears in accelerated flight</li> <li>Entry procedure</li> <li>Behaviour during big ears</li> <li>Recovery</li> <li>Dive forward angle on exit</li> <li>Behaviour immediately after releasing the accelerator while maintaining big ears</li> <li>22. Alternative means of directional control</li> <li>180° turn achievable in 20 s</li> <li>Stall or spin occurs</li> <li>23. Any other flight procedure and/or configuration</li> </ul>	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight <b>A</b> Yes	A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A
Entry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry procedureBehaviour during big earsRecoveryDive forward angle on exitBehaviour immediately after releasing the accelerator while maintaining big ears22. Alternative means of directional control180° turn achievable in 20 sStall or spin occurs23. Any other flight procedure and/or configuration described in the user's manual	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° <b>A</b> Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight <b>A</b> Yes No <b>0</b>	A A A A A A A A	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Yes No	A A A A A A A A A A
Entry procedureBehaviour during big earsRecoveryDive forward angle on exit <b>21. Big ears in accelerated flight</b> Entry procedureBehaviour during big earsRecoveryDive forward angle on exitBehaviour during big earsRecoveryDive forward angle on exitBehaviour immediately after releasing the accelerator while maintaining big ears <b>22. Alternative means of directional control</b> 180° turn achievable in 20 sStall or spin occurs <b>23. Any other flight procedure and/or configuration described in the user's manual</b> Procedure works as described	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A Yes No 0 not available	A A A A A A A A O	Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Yes No	A A A A A A A A A A A O

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: **B** 

In accordance with standards\\\nEN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG\_1282.2017 19.06.2018 Sky Paragliders a.s. Kudos L 2261-11-1511

### Configuration during flight tests

Para	glide	r									A	Acces	sorie	s								
Maximum weight in flight (kg)								108		Range of speed system (cm)							13					
Minimum weight in flight (kg)						8	35		S	Speed range using brakes (km/h)							13					
Glider's weight (kg)					4	4.8		Т	Total speed range with accessories (km/h)						)	24						
Number of risers				:	3		F	Range	of tri	mme	rs (cr	n)					0					
Proje	cted	area	(m2)					2	23.59	)												
Harn	ess i	ised	for te	esting	<b>j</b> (ma	x we	ight)				I	nspe	ction	s (wh	ichev	er ha	ippen	s firs	t)			
Harness type						ABS		e	every	12 m	onths	or ev	/ery 1	00 fl	ying ł	nours						
Harne	ess b	rand						(	Gin G	Glider	ers Warning! Before use refer to user's manual											
Harne	ess m	nodel						(	Ging	o 2 L		Person Ilider					pres	entec	d the			
Harne	ess to	o rise	rs dis	tance	(cm	)		4	43													
Dista	nce b	etwe	en ris	ers (	cm)			4	46													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Α	Α	в	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	в	Α	Α	Α	Α	Α	Α	Α	Α	0

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



# Flight test report: EN 926-2:2013 & LTF 91/09

Manufacturer AddressSky Paregildres a.s. Certification numberPG_1289 2018AddressOkruzni 39 73911 Frydlant nad Ostravici CertificationIn 9.04.2018Glider modelKudos XLClassificationBSerial number261-11-1510RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoNoneImage: Serial numberFolding lines usednoAnselm RauhImage: Serial numberInflateon fisco fisco SeriaAnselm RauhImage: Serial numberImage: Serial numberInflateon fisco fisco SeriaAnselm RauhImage: Serial numberImage: Serial numberInflateon fisco fisco SeriaAnselm RauhAnselm RauhImage: Serial numberInflateon fisco fisco SeriaNoANoImage: Serial numberInflateon fisco fisco SeriaNoANoImage: Serial numberSpacel and using time controls inger than 10 km/hNoNoNoImage: Serial numberSpacel and using time control pressure / travelNoNoNoNoA control mexeure / travelNoNoNoNoNoSpacel and using time control pressure / travelNoNo<						
Type       Type       Type         Gifder model       Kudos XL       Classification       B         Gifder model       Kudos XL       Classification       B         Serial number       2261-11-1510       Representative       None         Trimmer       no       Place of test       Villeneuve         Folding lines used       no       Anselm Rauh       Hamess to risers distance (cm)       43         Harness to risers distance (cm)       44       48       -       -         Total weight in flight (kg)       99       125       -       -         Stance between risers (cm)       44       -       -       -       -         Stand behavior       Smooth, easy and constant rising       A       Smooth, easy and constant rising       A         Special taka oft technique required       No       A       No       A         Special is straight flight       A       No       A       No       A         Special is traight flight to tool targer than 10 kmh       Yes       A       No       A         Special is straight flight up to 80 kg       Symmetric control pressure / travel       not available       0       not available       0         Minimum speed       No	Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1289.2018	
Cistraviof CisterN RepublicClassificationBGlider modelKudos XLClassificationBSerial number2261-11-1510RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usedno	Address		Flight test	1	9.04.2018	
Czech RepublicCzech RepublicCzech RepublicSGilder modelKudox XLClassificationBSTrimmernoPlace of testVilleneuveSFolding lines usednoSSSTest pilotNoSSerien RauhSHarness to risers circe (cm)Alain ZollerAnsem RauhSDistance between risers (cm)44ASSTotal weight in flight (kg)99125SS1.InfatorTake-offNoANoAASpecial take off technique requiredNoANoAASpecial take off technique requiredNoANoAA <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
Glider modelKudos XLClassificationBSerial number2261-11-1510RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoVilleneuveTorst pliotnoAra Sport Acro 1 LHarnessGin Gliders - Gingo 2 LAva Sport Acro 1 LHarness to risers distance (cm)43Ava Sport Acro 1 LSinace between risers (cm)43Ava Sport Acro 1 LAssection and the other the set of the other set						
Serial number2261-11-1510RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoVilleneuveFots pilotAlain ZollerAnselm RauhHarness to risers distance (cm)43Ava Sport - Acro 1 LHarness to risers corisers distance (cm)4343Distance between risers (cm)4443Total weight in flight (kg)991251. InflatonTake-offANoont, easy and constant risingASpecial lake off technique requiredNoANoASpecial lake off technique requiredNoANoASpecial lake off technique requiredNoANoASpecial indright fight TANoANoASpecial indright flight TANoAASpecial indright fight to tools larger than 10 km/hYesAYesAA Control movementLess than 25 km/hALess than 25 km/hAASymmetric control pressure / travelnot available0not available0Max. weight in flight groater than 10 km/hYesNoAASymmetric control pressure / travelnot available0not available0Max. weight in flight groater than 10 km/hYesNoNoASymmetric control pressure / travelnot available0not available0Max. weight in flight groater than 10 km/hNoNoNo	Glider model	•	Classification	E	3	
TrimmernoPlace of testVilleneuveFolding lines usednoAnselm RauhTest pilotAlain ZollerAva Sport - Acro 1 LHarnessGin Gilders - Gingo 2 LAva Sport - Acro 1 LHarness to risers distance (cm)4343Distance between risers (cm)44Total weight in filght (kg)991251. Inflation/Take-offANoASpeela take off technique requiredNoANoA2. LandingANoAASpeela take off technique requiredNoANoA2. Speed ontractift filghtAVesAASpeed ance than 30 km/hYesAYesASpeed ance than 30 km/hYesAVesAA control pressure / travelnot available0not available0Minnum speedNoANoAAA control pressure / travelnot available0not available0Minnum speetNoANoAACollapse cocursNoANoAASymmetric control pressure / travelIncreasing / greater than 60 cmANoACollapse cocursNoANoAAACollapse cocursNoANoAACollapse cocursNoANoAACollapse cocurs				_	-	
Folding lines used no       Alain Zoller       Anselm Rauh         Harness       Gin Gilders - Gingo 2 L       Av = Sport - Acro 1 L         Harness to risers distance (cm)       43       43         Distance between risers (cm)       43       48         Total weight in flight (kg)       99       12         I. InfatonTake-off       A       Smooth, easy and constant rising A       Smooth, easy and constant rising A       Smooth, easy and constant rising A       A         Special late off technique required       No       A       No       A         Special late off technique required       No       A       No       A         Special late off technique required       No       A       No       A         Special landing technique required       No       A       No       A         Special landing technique required       No       A       No       A         Special landing technique required       No       A       No       A         A Control more weight in flight 1990 to No       Yes       A       Yes       A         Maim used       Increasing / greater than 60 cm       A       No       A         Max weight in flight 20 to 100 tg       Increasing / greater than 60 cm       A       No			•			
Test pilotAlain ZollerAnselm RauhHarnessGin Gilders - Gingo 2 LAva Sport - Acro 1 LHarness to risers distance (cm)4343Distance between risers (cm)4448Total weight in flight (kg)991251. Inflation/Take-offA-Singib behavourSmooth, easy and constant rising AASpecial take off technique requiredNoANoANoA2. LandingA-Special take off technique requiredNoAA. Special take off technique requiredNoAA. Control movementAYesAMax. weight in flight up to 80 kgNoASymmetric control pressure / travelnot available0not availableMax. weight in flight ograet than 100 kgNoASymmetric control pressure / travelNoANoA. Spect stability outing accelerated flightANoAS. Pich tability outing accelerated flightANoAA. Spect stability outing accelerated flightANoAS. Stability outing accelerated flightASectoration of rate of turiAS. Stability outing accelerated flightASectoration of rate of turi </td <td></td> <td></td> <td>Flace of lest</td> <td>v</td> <td>lieneuve</td> <td></td>			Flace of lest	v	lieneuve	
HarnessGin Gliders - Gingo 2 LAva Sport - Acro 1 LHarness to risers distance (cm)4343Distance between risers (cm)4448Total weight in flight (kg)99121. Inflation/Take-offA5Sing behaviourSmooth, easy and constant risingASpecial take off technique requiredNoANoASpecial take off technique requiredNoANoA3. Special instraight flightAVesAA3. Speed in straight flightAVesAA3. Speed instraight flightAVesAAA. Control movementAVesAAAMax. weight in flight to 80 kgIncreasing / greater than 60 cmAInot available0Increasing / greater than 60 cmANoAMax. weight in flight greator than 100 kgIncreasing / greater than 60 cmAInot available0Increasing / greater than 60 cmAInot available0Max. weight in flight greator than 100 kgIncreasing / greater than 60 cmAInot available0Increasing / greater than 60 cmAInot available0Max. weight in flight greator than 100 kgIncreasing / greater than 60 cmAInot available0Increasing / greater than 60 cmAInot available0Max. weight in flight greator than 100 kgIncreasing / greater than 60 cmAInot availableAInot availableAInot availabl	Folding lines used	no				
Harness to risers distance (cm)4343Distance between risers (cm)4448Total weight in flight (kg)991251.Inflation/Take-offA5000000000000000000000000000000000000	Test pilot		Alain Zoller	A	Anselm Rauh	
Distance between risers (cm)4448Total weight in flight (kg)991251. Inflation/Take-offASmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoASpecial landing technique requiredNoANoA3. Special instraight flightANoANoA3. Special instraight flightAYesAYesA3. Special rate than 30 km/hYesAYesAYesA4. Control movementAAYesAYesAMax. weight in flight up to 80 kgNoaIsotanizable0Max. weight in flight up to 80 kgNoANoASymmetric control pressure / travelnot availableNoANoASymmetric control pressure / travelNot availableNoANoASymmetric control pressure / travelNot availableNoANoASymmetric control pressure / travelNoANoAADive forward angle on exitNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoABShelthity in gentie spiralsASpontaneous exitASpontaneous exit (g force derreasing, rate of turn decreasi	Harness		Gin Gliders - Gingo 2 L	A	va Sport - Acro 1 L	
Distance between risers (cm)4448Total weight in flight (kg)991251. Inflation/Take-offASmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoASpecial landing technique requiredNoANoA3. Special instraight flightANoANoA3. Special instraight flightAYesAYesA3. Special rate than 30 km/hYesAYesAYesA4. Control movementAAYesAYesAMax. weight in flight up to 80 kgNoaIsotanizable0Max. weight in flight up to 80 kgNoANoASymmetric control pressure / travelnot availableNoANoASymmetric control pressure / travelNot availableNoANoASymmetric control pressure / travelNot availableNoANoASymmetric control pressure / travelNoANoAADive forward angle on exitNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoABShelthity in gentie spiralsASpontaneous exitASpontaneous exit (g force derreasing, rate of turn decreasi	Harness to risers d	listance (cm)	-	4	.3	
Total weight in flight (kg)991251. Inflation/Take-offARising behaviourSmooth, easy and constant risingASpecial take off technique requiredNoASpecial take off technique requiredNoA3. Special indig technique requiredNoA3. Special indig technique requiredNoA3. Special indig technique requiredNoA3. Special indig technique requiredNoA3. Special instraight flightA4.Special instraight flightA5. Special indig technique requiredNoA4. Control movementA4. Control movementAMax. weight in flight vip to 80 kgSymmetric control pressure / travelnot availableSymmetric control pressure / travelnot available0not availableSymmetric control pressure / travelnot available0increasing / greater than 60 cmASymmetric control pressure / travelnot available0increasing / greater than 60 cmA5. Pitch stability exting accelerated flightANoAACollapse occursNoANoAA6. Stability operating controls during acceleratedASpontaneous exitA7. Rol tability in gentie spiralsAASpontaneous exitA8. Stability in gentie spiralsASpontaneous exit (force decreasing, rate of turn decreasing)A9. Behaviour oxiting a flightSpontaneous exi						
1. Inflation/Take-off       A         1. Inflation/Take-off       A         Rising behaviour       Smooth, easy and constant rising       A         Special take off technique required       No       A         2. Landing       A       No       A         Special landing technique required       No       A       No       A         3. Special inding technique required       No       A       No       A         3. Special inding technique required       No       A       No       A         3. Special inding technique required       No       A       No       A         3. Special instraight flight       A       Test       A       Special take off technique required       No       A         Max. might in straight flight       A       Test       Yes       A       Yes       A         Symmetric control pressure / travel       not available       0       not available       0       not available       D       No       A         Symmetric control pressure / travel       not available       0       Increasing / greater than 65 cm       A         Spinetric control pressure / travel       not available       0       Increasing / greater than 65 cm       A         Sprich sta						
Rising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial lake off technique requiredNoANoA2. LandingASpecial landing technique requiredNoANoA3. Speed in straight flightAYesANoA3. Speed no train 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAALess than 25 km/hA4. Control movementALess than 25 km/hALess than 25 km/hA4. Control pressure / travelnot availableon ot available0Max. weight in flight 80 kg to 100 kgUUUUSymmetric control pressure / travelnot available0Increasing / greater than 60 cmAMax. weight in flight 80 kg to 100 kgUUIncreasing / greater than 60 cmANoASymmetric control pressure / travelnot availableOIncreasing / greater than 60 cmANoACollape occursNoANoNoACollape occursANoACollape occursNoNoANoACollape occursANoACollape occursNoANoANoACollape occursANoACollape occursNoANoANoASolutionASolutionASpeltan stability operatin	rotai weight in higi	nt (kg)	99	I	25	
Special take off technique requiredNoANoA2. LandingASpecial landing technique requiredNoANoASpecial landing technique requiredNoANoA3. Special instraight flightATTTrim speed more than 30 km/hYesAYesASpecial range using the controls larger than 10 km/hYesAYesASpecial range using the controls larger than 10 km/hYesAYesA4. Control movementALess than 25 km/hALess than 25 km/hAMax. weight in flight 80 kg to 100 kgUNot available0not available0Max. weight in flight 80 kg to 100 kgUUIncreasing / greater than 60 cmAnot available0Max. weight in flight 80 kg to 100 kgUUIncreasing / greater than 65 cmASSymmetric control pressure / travelnot availableUIncreasing / greater than 65 cmADive forward angle on exitDive forward less than 30°ANoACollapse occursNoANoASCollapse occursNoANoASCollapse occursNoAReducingASCollapse occursNoASpontaneous exitASpontaneous exitASheht stability of gente spiratsAASpontaneous exit (g forceASpontaneous exit (g forceA	1. Inflation/Take-off					
2. LandingASpecial landing technique requiredNoANoASpecial in straight flightATim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesA4. Control movementLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementAA	Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special landing technique requiredNoANoA3. Speced in straight flightA3. Speced in straight flightYesAYesAMinimum speed more than 30 km/hLess than 25 km/hAYesAMinimum speedLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementALess than 25 km/hAIndexalableASymmetric control pressure / travelnot availablenot availableONot availableOMax. weight in flight greater than 100 kgIncreasing / greater than 60 cmAIncreasing / greater than 60 cmANot availableOSymmetric control pressure / travelnot availableIncreasing / greater than 60 cmANot availableASymmetric control pressure / travelnot availableIncreasing / greater than 60 cmANot availableASoltat stability exiting accelerated flightANoNoANoACollapse occursNoNoNoNoANoACollapse occursNoANoNoASontaneous exitAS. Stability in genter spriating flightAANoASontaneous exitAS. Stability in genter spriating flightAASontaneous exitASontaneous exitAS. Stability in genter spriating flightAAANoASontaneous exitAS. Stability in		e required	No	А	No	А
3. Speed in straight flightATrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesA4. Control movementALess than 25 km/hALess than 25 km/hAMax. weight in flight up to 80 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelIncreasing / greater than 60 cmAnot available0Symmetric control pressure / travelnot available0Increasing / greater than 60 cmANot available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightACollapse occursNoANoACollapse occursNoANoAReducingA6. Pitch stability operating controls during acceleratedAANoA7. Roll stability and dampingAReducingASpontaneous exitA8. Stability in gettle spiralsAASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turmAImmediate reduction of rate of turmA9. Behaviour exiting flightSpontaneous exi	-					
Tim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAALess than 25 km/hAMax. weight in flight up to 80 kgBBBBSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgBBBBSymmetric control pressure / travelnot available0Increasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB <td< td=""><td></td><td></td><td></td><td>Α</td><td>No</td><td>Α</td></td<>				Α	No	Α
Speed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hA4. Control movementALess than 25 km/hAMax. weight in flight up to 80 kgnot available0not available0Max. weight in flight 80 kg to 100 kgnot available0not available0Max. weight in flight greater than 100 kgnot available0not available0Max. weight in flight greater than 100 kgnot available0Increasing / greater than 60 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmASymmetric control pressure / travelNoANoAACollapse occursNoANoAACollapse occursNoANoAAACollapse occursNoANoAACollapse occursNoANoAACollapse occursReducingANoAAA. Tool stability in gentle spiralsAANoAAA. Tool stability in gentle spirals						_
Minimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAMax. weight in flight up to 80 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight 30 kg to 100 kgSymmetric control pressure / travelIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kg0Increasing / greater than 60 cmAnot available0Symmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability accelerated flightAToreasing / greater than 30°ADive forward less than 30°A6. Pitch stability operating controls during acceleratedANoAA6. Pitch stability and dampingANoAACollapse occursNoANoAA0 solitationsAReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exit (g force decreasing, rate of turn decreasing)A9. Behaviour exiting a fully developed spiral dive Italial response of glider (first 180°)Immediate reduction of rate of turn decreasing)A10. Symmetric fort collapse ALess than 720°, spontaneous exit (g force decreasing, rate of turn decreasing)A10. Symmetric fort collapse AALess than 720°, spontaneous decreasing, rate of turn decreasing)A	•					
4. Control movementAMax. weight in flight up to 80 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgreveasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgreveasing / greater than 60 cmAnot available0Symmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAIncreasing / greater than 65 cmACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursAANoAACollapse occursAANoAACollapse occursAANoAACollapse occursAANoAACollapse occursAReducingAReducingACollapse occursAReducingAReducingAASpontaneous exitANoAA <t< td=""><td></td><td>ontrols larger than 10 km/h</td><td></td><td></td><td></td><td></td></t<>		ontrols larger than 10 km/h				
Max. weight in flight up to 80 kgot available0not available0Symmetric control pressure / travelIncreasing / greater than 60 cmAnot available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgnot available0Increasing / greater than 60 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmAS. Pitch stability exiting accelerated flightAUIncreasing / greater than 30°ACollapse occursNoANoANoCollapse occursNoANoAACollapse occursNoANoAAStability on gentle spiralsAANoAAStability in gentle spiralsAANoAAStability in gentle spiralsAAImmediate reduction of rate of turnAAShehaviour exiting a fully devoloped spiral diveImmediate reduction of rate of turn decreasing, rate				A	Less than 25 km/h	A
Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgIncreasing / greater than 60 cmAnot available0Symmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAVVA6. Olapse occursNoANoNoA6. Pitch stability operating controls during accelerated flightANoANoA7. Roll stability and dampingAReducingAReducingAReducingA8. Stability ing entile spiralsASpontaneous exitASpontaneous exitASpontaneous exit (g force decreasing, rate of turn decreasing, rate of turn decreasing		4 - 00 has	A			
Max. weight in flight 80 kg to 100 kgIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgnot available0Increasing / greater than 65 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAuse forward less than 30°ADive forward less than 30°ACollapse occursNoANoANoACollapse occursNoANoAACollapse occursNoANoAACollapse occursANoANoACollapse occursNoANoAACollapse occursANoAAACollapse occursASpontaneous exitANoAS. Bability and dampingAuse that and the stability on gentle spiralsAAASpontaneous exitASpontaneous exitASpontaneous exitAS. Stability in gentle spiralsASpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)AInitial response of glider (first 180°)Immediate reduction of rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoverASpontaneous exit (g force decreasing, rate of turn decreasing) <td></td> <td></td> <td></td> <td>0</td> <td>net evelleble</td> <td>0</td>				0	net evelleble	0
Symmetric control pressure / travelIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgnot available0Increasing / greater than 65 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoAA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingANoAAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exit (g forceA9. Behaviour exiting a fully developed spiral diveImmediate reduction of rate of turnASpontaneous exit (g force decreasing), rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous exit (g force recovery spontaneous exit (g force recovery)ALess than 720°, spontaneous exit (g force recovery)ALess than 720°, spontaneous exit (g force recovery)A10. Symmetric front collapseAAALess than 720°, spontaneous exit (g force recovery)ALess than 720°, spontaneous exit (g force recovery)A10. Symmetric front collapseAAAAAAAApproximately 30 % chordA <t< td=""><td></td><td></td><td>not available</td><td>0</td><td>not available</td><td>0</td></t<>			not available	0	not available	0
Max. weight in flight greater than 100 kgNot available0Increasing / greater than 65 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoAA6. Pitch stability operating controls during accelerated flightANoA6. Pitch stability and dampingASolutionsANoA7. Roll stability and dampingAReducingAReducingA0scillationsReducingASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turn decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)A10. Symmetric front collapseAAALess than 720°, spontaneousAApproximately 30 % chordAAAAA			In any action ( any other than CO any	^	net evelleble	0
Symmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingANoANo0. ScillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous recoveryA			increasing / greater than 60 cm	А	not available	0
5. Pitch stability exiting accelerated flightADive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingAVoAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitATendency to return to straight flightSpontaneous exitASpontaneous exit (g force decreasing, rate of turn decreasing)AInitial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA		-	not available	0	Increasing / greater than 65 cm	۸
Dive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingANoAAOscillationsAReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Tendency to return to straight flightAImmediate reduction of rate of turn decreasing, rate of turn decreasing)AImmediate reduction of rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAAA				0	increasing / greater than 65 cm	A
Collapse occursNoANoA6. Pitch stability operating controls during accelerated flightASSSSCollapse occursNoANoAA7. Roll stability and dampingAReducingAReducingAOscillationsReducingAReducingASontaneous exitA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turn decreasing, rate of turn decreasingASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA		_		Δ	Dive forward less than 30°	Δ
6. Pitch stability operating controls during accelerated flightACollapse occursNoANoACollapse occursNoANoA7. Roll stability and dampingAKeducingAReducingAOscillationsReducingAReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing)AImmediate reduction of rate of turn decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA		i.				
Collapse occursNoANoA7. Roll stability and dampingAACollapse occursAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnA1nitial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn	6. Pitch stability operati	ng controls during accelerated		7		~
OscillationsReducingAReducingA8. Stability in gentle spiralsA </td <td>Collapse occurs</td> <td></td> <td>No</td> <td>А</td> <td>No</td> <td>А</td>	Collapse occurs		No	А	No	А
8. Stability in gentle spirals       A         Tendency to return to straight flight       Spontaneous exit       A       Spontaneous exit       A         9. Behaviour exiting a fully developed spiral dive       A       Immediate reduction of rate of turn       A       Immediate reduction of rate of turn       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 exit (g force recovery       A         10. Symmetric front collapse       A       A       A       Less than 720°, spontaneous exit (g force recovery       A	7. Roll stability and dam	nping	Α			
Tendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnAInitial response of glider (first 180°)Immediate reduction of rate of turnAImmediate reduction of rate of turnATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous recoveryK	· · · · · · · · · · · · · · · · · · ·			А	Reducing	А
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       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       A         10. Symmetric front collapse       A       A       A       A       A	8. Stability in gentle spi	rals	Α			
Initial response of glider (first 180°)Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing)AImmediate reduction of rate of turn AATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAA	Tendency to return to stra	aight flight	Spontaneous exit	А	Spontaneous exit	А
Tendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAASpontaneous decreasing, rate of turn decreasing)A	9. Behaviour exiting a fu	ully developed spiral dive	Α			
decreasing, rate of turn decreasing)     decreasing, rate of turn decreasing)       Turn angle to recover normal flight     Less than 720°, spontaneous recovery       10. Symmetric front collapse     A       Approximately 30 % chord     A	Initial response of glider (	first 180°)	Immediate reduction of rate of turn	А	Immediate reduction of rate of turn	А
Turn angle to recover normal flight       Less than 720°, spontaneous       A       Less than 720°, spontaneous       A         10. Symmetric front collapse       A       A       A       A       A         Approximately 30 % chord       A       Control of the second se	Tendency to return to stra	aight flight		A		A
10. Symmetric front collapse     A       Approximately 30 % chord     A	Turn angle to recover nor	mal flight	Less than 720°, spontaneous	А		А
	10. Symmetric front col	lapse	•			
EntryRocking back less than 45°ARocking back less than 45°A	Approximately 30 % cho	ord				
	Entry		Rocking back less than $45^{\circ}$	А	Rocking back less than 45°	Α

Test Report generated automatically by AIR TURQUOISE SA, valid without signature RE | rev 05 | 16.04.2018 // ISO | 71.8.2 // Page 1 of 3

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	А	No	А
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
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	А	No	А
Folding lines used	No		No	
With accelerator				
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	А	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	А	Yes	А
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	Α			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	А	No	A
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	В
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	В			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	180° to 360° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle $15^{\circ}$ to $45^{\circ}$	A	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	А	Less than 90° / Dive or roll angle 15° to 45°	А
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	A

Test Report generated automatically by AIR TURQUOISE SA, valid without signature RE | rev 05 | 16.04.2018 // ISO | 71.8.2 // Page 2 of 3

Total change of course	Less than 360°	Α	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	А
Total change of course	Less than 360°	Α	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	Α	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
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	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
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°	А
Cascade occurs	No	Α	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	А
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	А
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	Α	No	А
20. Big ears	Α			
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 De diserte desente de	•	De diserte deserte de	
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	Α			-
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
24. Comments of test pilot				

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes







In accordance with standards\\\nEN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG\_1289.2018 19.06.2018 Sky Paragliders a.s. Kudos XL 2261-11-1510

### Configuration during flight tests

Paraglider		Accessories						
Maximum weight in flight (kg)	125	Range of speed system (cm)	13.5					
Minimum weight in flight (kg)	99	Speed range using brakes (km/h)	13					
Glider's weight (kg)	5	Total speed range with accessories (km/h)	24					
Number of risers	3	Range of trimmers (cm)	0					
Projected area (m2)	25.2							
Harness used for testing (max weight)		Inspections (whichever happens first)						
Harness type	ABS	every 12 months or every 100 flying hours						
Harness brand	Ava Sport							
Harness model	Acro 1 L	5						
namess model	ACIOTE	Person or company having presented the glider for testing: <b>None</b>						
Harness to risers distance (cm)	43							
Distance between risers (cm)	48							
1 2 3 4 5 6 7 8	9 10 11	12 13 14 15 16 17 18 19 20 21	22 23					
<b>A A A A A A A</b>	ΑΑΑ	A B B A A A A A A A	A 0					