FIDES 2 EVO

SKY
PARAGLIDERS

Class: **B**

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Accordance with **EN** standards **926-2:2005** & **926-1:1995**:

Date of issue (D.M.Y):

PG 032.2006

18.01.2007

MANUFACTURER: **SKY PARAGLIDERS**

MODEL: **FIDES 2 Evolution XXS**

Configuration during flight tests

Paraglider

Maximum total weight in flight:	**60 kg**
Minimum total weight in flight:	**45 kg**
Weight of the paraglider:	**4.3 kg**
Number of risers:	**4**
Projected area:	**20.67 m²**

Harness used for flight tests (maxi weight)

Type:	**ABS**
Brand name:	**Sky Paragliders**
Model:	**Axel S**
Seat to lowest part of risers distance:	**47 cm**
Distance between top of connectors centerlines:	**42 cm**

For detailed information regarding harness settings used for flight tests, please refer to flight tests reports.

Accessories

Range of the speed system:	**14 cm**	Range of trimmers:	**NO cm**
Speed range using brakes:	**14 km/h**	Total speed range with accessories:	**23 km/h**

Inspections (whichever happens earlier) :

12 months or 100 flights

Warning ! before use refer to user 's manual.

Serial no: .....

Date of manufacturing: .....

Person or compagny having presented the glider for testing: **Alexandre Paux / CH-1066 Epalinge**

Conformity tests according to EN 926-2:2005 & EN 926-1:1995 standards carried out by:

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	X	X	X	X	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	--
B									X					X										--
C																								--
D																								--

Flight test report

Manufacturer	**Sky Paragliders**	**Certification number**	PG 032.2006
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	**Date of flight test**	20/02/2007
		Place of test	Villeneuve
Representive	None	**Classification B**	
Type of glider	**Fides 2 Evolution XXS**		
Trimmer	**not available**		

Test Pilot	Ghislaine Fluckiger	Seiko Fukuoka
Harness	Sup'Air Light	Sky - Reverse
Total weight in flight	48 kg	65 kg

	Min weight		Max weight	
1. Inflation/Take-off				
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing				
Special landing technique required	No	A	No	A
3. Speed in straight flight				
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement				
Max. weight in flight up to 80 kg				
Symmetric control pressure/travel	Increasing, Greater than 55 cm	A	Increasing, Greater than 55 cm	A
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure/travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure/travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight				
Collapse occurs	No	A	No	A
7. Roll stability and damping				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn				
Sink rate after two turns	More than 14 m/s	B	More than 14 m/s	B
10. Symmetric front collapse				
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	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)				
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				
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 collapse)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most line tight	A	Most line tight	A
14. Asymmetric collapse				
With 50% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	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	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 50% collapse and accelerator-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A

	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
	With 75% collapse and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	90° to 180°, Dive or roll angle 15° to 45°	B	90° to 180°, Dive or roll angle 15° to 45°	B
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	Total change of course	Less than 360°	A	Less than 360°	A
	Collapse on the opposite side occurs	No	A	No	A
	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric 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					
	Spin occurs	No	A	No	A
17. Low speed spin tendency					
	Spin occurs	No	A	No	A
18. Recovery from a developed spin					
	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					
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Cascade occurs	No	A	No	A
20. Big ears					
	Entry procedure	Standard technique	A	Standard technique	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					
	Entry procedure	Standard technique	A	Standard technique	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	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral					
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
	Turn angle to recover normal flight	Less than 720°,spontaneous recovery	A	Less than 720°,spontaneous recovery	A
	Sink rate when evaluating spiral stability [m/s]	15 m/s		18 m/s	
23. Alternative means of directional control					
	180° turn achievable in 20 s	Yes	A	Yes	A
	Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual					
	Procedure works as described	not available	0	not available	0
	Procedure suitable for novice pilots	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
Comments of test pilot					
	Comments	Manufacturer test pilot. Alain give insctruction via radio to test pilot.		no	

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Flight test report

Manufacturer	**Sky Paragliders**	**Certification number**	PG 032.2006
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	**Date of flight test** **Place of test**	20/02/2007 Villeneuve
Representive	None	**Classification B**	
Type of glider	**Fides 2 Evolution XXS**		
Trimmer	**not available**		

Test Pilot	Ghislaine Fluckiger	Bernhard Stocker
Harness	Sup'Air Light	SupAir Evolution
Total weight in flight	48 kg	70 kg

	Min weight		**Max weight**	
1. Inflation/Take-off				
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing				
Special landing technique required	No	A	No	A
3. Speed in straight flight				
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement				
Max. weight in flight up to 80 kg				
Symmetric control pressure/travel	Increasing, Greater than 55 cm	A	Increasing, Greater than 55 cm	A
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure/travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure/travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight				
Collapse occurs	No	A	No	A
7. Roll stability and damping				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn				
Sink rate after two turns	More than 14 m/s	B	More than 14 m/s	B
10. Symmetric front collapse				
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	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)				
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				
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 30°to 60°	B
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapse)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most line tight	A	Most line tight	A
14. Asymmetric collapse				
With 50% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15°	A	Less than 90°, Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	90° to 180°, Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 50% collapse and accelerator-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	90° to 180°, Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A

	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
	With 75% collapse and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	90° to 180°, Dive or roll angle 15° to 45°	B	90° to 180°, Dive or roll angle 15° to 45°	B
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	Total change of course	Less than 360°	A	Less than 360°	A
	Collapse on the opposite side occurs	No	A	No	A
	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric 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					
	Spin occurs	No	A	No	A
17. Low speed spin tendency					
	Spin occurs	No	A	No	A
18. Recovery from a developed spin					
	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					
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Cascade occurs	No	A	No	A
20. Big ears					
	Entry procedure	Standard technique	A	Standard technique	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					
	Entry procedure	Standard technique	A	Standard technique	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	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral					
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
	Turn angle to recover normal flight	Less than 720°,spontaneous recovery	A	Less than 720°,spontaneous recovery	A
	Sink rate when evaluating spiral stability [m/s]	15 m/s		18 m/s	
23. Alternative means of directional control					
	180° turn achievable in 20 s	Yes	A	Yes	A
	Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual					
	Procedure works as described	not available	0	not available	0
	Procedure suitable for novice pilots	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
Comments of test pilot					
	Comments	Manufacturer test pilot. Alain give insctruction via radio to test pilot.		no	

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Class: **B**

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Accordance with **EN** standards **926-2:2005** & **926-1:1995**

Date of issue (D.M.Y):

PG 031.2006

28.04.2007

MANUFACTURER: **SKY PARAGLIDERS**

MODEL: **FIDES 2 Evolution XS**

Configuration during flight tests

Paraglider

Maximum total weight in flight:	**74 kg**
Minimum total weight in flight:	**56 kg**
Weight of the paraglider:	**4.6 kg**
Number of risers:	**4**
Projected area:	**22.36 m²**

Harness used for flight tests (maxi weight)

Type:	**ABS**
Brand name:	**Sky Paragliders**
Model:	**Axel S**
Seat to lowest part of risers distance:	**47 cm**
Distance between top of connectors centerlines:	**42 cm**

For detailed information regarding harness settings used for flight tests, please refer to flight tests reports.

Accessories

Range of the speed system:	**13 cm**	Range of trimmers:	**No cm**
Speed range using brakes:	**14 km/h**	Total speed range with accessories:	**23 km/h**

Inspections (whichever happens earlier) :

12 months or 100 flights

Warning ! before use refer to user 's manual.

Serial no: .....

Date of manufacturing: .....

Person or compagny having presented the glider for testing: **Alexandre Paux / CH-1066 Epalinges**

Conformity tests according to EN 926-2:2005 & EN 926-1:1995 standards carried out by:

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	--
B									X															--
C																								--
D																								--

Flight test report

Manufacturer	**Sky Paragliders**	**Certification number**	PG 031.2006
Address	Okružní 39	**Date of flight test**	18/04/2007
	73911 Frýdlant nad Ostravicí	**Place of test**	Villeneuve
	Czech Republic		
Representive	None	**Classification B**	
Type of glider	**Fides 2 Evolution XS**		
Trimmer	**not available**		

Test Pilot	Seiko Fukuoka	Claude Thurnheer
Harness	sup air light	Sky revers
Total weight in flight	60 kg	75 kg

	Min weight		Max weight	
1. Inflation/Take-off				
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing				
Special landing technique required	No	A	No	A
3. Speed in straight flight				
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement				
Max. weight in flight up to 80 kg				
Symmetric control pressure/travel	Increasing, Greater than 55 cm	A	Increasing, Greater than 55 cm	A
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure/travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure/travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight				
Collapse occurs	No	A	No	A
7. Roll stability and damping				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn				
Sink rate after two turns	Up to 12m/s	A	More than 14 m/s	B
10. Symmetric front collapse				
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	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)				
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				
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 collapse)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most line tight	A	Most line tight	A
14. Asymmetric collapse				
With 50% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	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°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 50% collapse and accelerator-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A

	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
	With 75% collapse and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	Total change of course	Less than 360°	A	Less than 360°	A
	Collapse on the opposite side occurs	No	A	No	A
	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric 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					
	Spin occurs	No	A	No	A
17. Low speed spin tendency					
	Spin occurs	No	A	No	A
18. Recovery from a developed spin					
	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					
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Cascade occurs	No	A	No	A
20. Big ears					
	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					
	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	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral					
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
	Turn angle to recover normal flight	Less than 720°,spontaneous recovery	A	Less than 720°,spontaneous recovery	A
	Sink rate when evaluating spiral stability [m/s]	14 m/s		19 m/s	
23. Alternative means of directional control					
	180° turn achievable in 20 s	Yes	A	Yes	A
	Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual					
	Procedure works as described	not available	0	not available	0
	Procedure suitable for novice pilots	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
Comments of test pilot					
	Comments	no		no	

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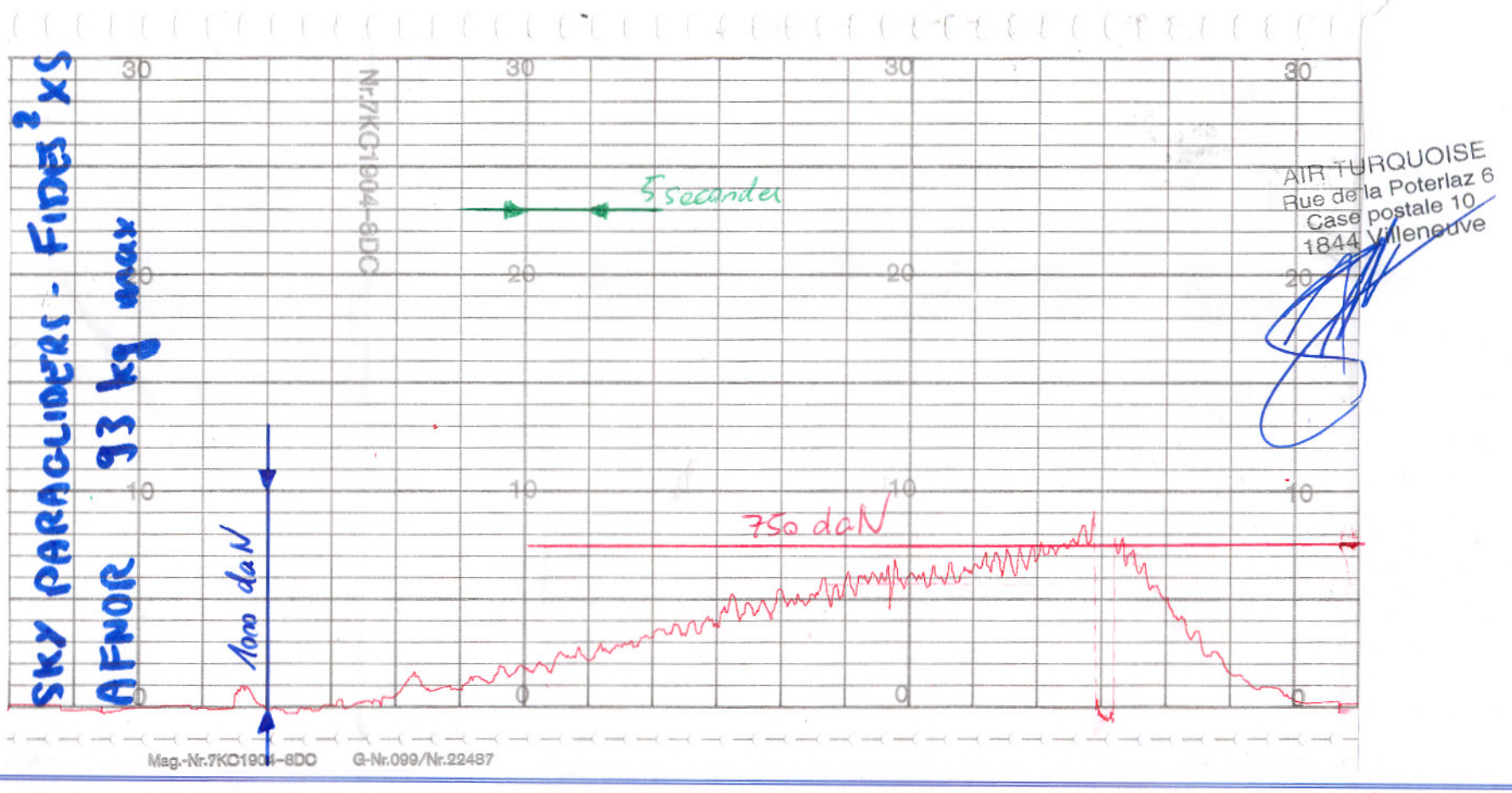
LOAD DIAGRAM

LOAD TESTS from APRIL 28th, 2005 ON THE MILITARY TRAK OF PAYERNE FOR THE GLIDER:

SKY PARAGLIDERS / FIDES II XS

AFNOR. Total weight with equipments = 112 kg corresponding to the load 900 daN (minimum)



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Accordance with **EN** standards **926-2:2005** & **926-1:1995**

Date of issue (D.M.Y):

PG 028.2006

28.04.2007

MANUFACTURER: **SKY PARAGLIDER**

MODEL: **FIDES 2 Evolution S**

Configuration during flight tests

Paraglider

Maximum total weight in flight:	**90 kg**
Minimum total weight in flight:	**69 kg**
Weight of the paraglider:	**4.8 kg**
Number of risers:	**4**
Projected area:	**24.19 m²**

Harness used for flight tests (maxi weight)

Type:	**ABS**
Brand name:	**Sky Paragliders**
Model:	**Axel M**
Seat to lowest part of risers distance:	**48 cm**
Distance between top of connectors centerlines:	**43 cm**

For detailed information regarding harness settings used for flight tests, please refer to flight tests reports.

Accessories

Range of the speed system:	**14 cm**	Range of trimmers:	**No cm**
Speed range using brakes:	**14 km/h**	Total speed range with accessories:	**22 km/h**

Inspections (whichever happens earlier) :

12 months or 100 flights

Warning ! before use refer to user 's manual.

Serial no: .....

Date of manufacturing: .....

Person or compagny having presented the glider for testing: **Alexandre Paux / CH-1066 Epalinges**

Conformity tests according to EN 926-2:2005 & EN 926-1:1995 standards carried out by:

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A	X	X	X	X	X	X	X	X		X	X	X		X	X	X	X	X	X	X	X	X	X	--
B									X				X											--
C																								--
D																								--

Flight test report

Manufacturer	**Sky Paragliders**	**Certification number**	PG 028.2006
Address	Okružní 39	**Date of flight test**	18/04/2007
	73911 Frýdlant nad Ostravicí	**Place of test**	Villeneuve
	Czech Republic		
Representive	None	**Classification B**	
Type of glider	**Fides 2 Evolution S**		
Trimmer	**not available**		

Test Pilot	Seiko Fukuoka	Claude Thurnheer
Harness	sup air X plps	Sky
Total weight in flight	70 kg	90 kg

	Min weight		Max weight	
1. Inflation/Take-off				
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing				
Special landing technique required	No	A	No	A
3. Speed in straight flight				
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement				
Max. weight in flight up to 80 kg				
Symmetric control pressure/travel	Increasing, Greater than 55 cm	A	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure/travel	not available	0	Increasing, Greater than 60 cm	A
Max. weight in flight greater than 100 kg				
Symmetric control pressure/travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight				
Collapse occurs	No	A	No	A
7. Roll stability and damping				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn				
Sink rate after two turns	More than 14 m/s	B	More than 14 m/s	B
10. Symmetric front collapse				
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	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)				
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				
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 30°to 60°	B	Dive forward 0°to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapse)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most line tight	A	Most line tight	A
14. Asymmetric collapse				
With 50% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	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°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 50% collapse and accelerator-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	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°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A

	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
	With 75% collapse and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	90° to 180°, Dive or roll angle 0° to 15°	A	Less than 90°, Dive or roll angle 15° to 45°	A
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	Total change of course	Less than 360°	A	Less than 360°	A
	Collapse on the opposite side occurs	No	A	No	A
	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric 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					
	Spin occurs	No	A	No	A
17. Low speed spin tendency					
	Spin occurs	No	A	No	A
18. Recovery from a developed spin					
	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					
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Cascade occurs	No	A	No	A
20. Big ears					
	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					
	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	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral					
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
	Turn angle to recover normal flight	Less than 720°,spontaneous recovery	A	Less than 720°,spontaneous recovery	A
	Sink rate when evaluating spiral stability [m/s]	15 m/s		18 m/s	
23. Alternative means of directional control					
	180° turn achievable in 20 s	Yes	A	Yes	A
	Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual					
	Procedure works as described	not available	0	not available	0
	Procedure suitable for novice pilots	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
Comments of test pilot					
	Comments	no		no	

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Class: **B**

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Accordance with **EN** standards **926-2:2005** & **926-1:1995**:

PG 029.2006

Date of issue (D.M.Y):

18.01.2007

MANUFACTURER: **SKY PARAGLIDERS**

MODEL: **FIDES 2 Evolution M**

Configuration during flight tests

Paraglider

Maximum total weight in flight:	**105 kg**
Minimum total weight in flight:	**82 kg**
Weight of the paraglider:	**5 kg**
Number of risers:	**4**
Projected area:	**26.17 m²**

Harness used for flight tests (maxi weight)

Type:	**ABS**
Brand name:	**Sky Paragliders**
Model:	**Axel L**
Seat to lowest part of risers distance:	**49 cm**
Distance between top of connectors centerlines:	**44 cm**

For detailed information regarding harness settings used for flight tests, please refer to flight tests reports.

Accessories

Range of the speed system:	**16 cm**	Range of trimmers:	**No cm**
Speed range using brakes:	**14 km/h**	Total speed range with accessories:	**23 km/h**

Inspections (whichever happens earlier) :

12 months or 100 flights

Warning ! before use refer to user 's manual.

Serial no: .....

Date of manufacturing: .....

Person or compagny having presented the glider for testing: **Alexandre Paux / CH-1066 Epalinges**

Conformity tests according to EN 926-2:2005 & EN 926-1:1995 standards carried out by:

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A	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X		--
B									X																--
C																									--
D																									--

Flight test report

Manufacturer	**Sky Paragliders**	**Certification number**	PG 029.2006
Address	Okružní 39	**Date of flight test**	12/12/2006
	73911 Frýdlant nad Ostravicí	**Place of test**	Villeneuve
	Czech Republic		
Representive	Alexandre Paux	**Classification B**	
Type of glider	**Fides 2 Evolution M**		
Trimmer	**not available**		

Test Pilot	Claude Thurnheer	Alain Zoller
Harness	Sky	Sky - Axel L
Total weight in flight	82 kg	105 kg

	Min weight		**Max weight**	
1. Inflation/Take-off				
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing				
Special landing technique required	No	A	No	A
3. Speed in straight flight				
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement				
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 55 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure/travel	not available	0	Increasing, Greater than 65 cm	A
5. Pitch stability exiting accelerated flight				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight				
Collapse occurs	No	A	No	A
7. Roll stability and damping				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn				
Sink rate after two turns	More than 14 m/s	B	More than 14 m/s	B
10. Symmetric front collapse				
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	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)				
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				
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 collapse)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most line tight	A	Most line tight	A
14. Asymmetric collapse				
With 50% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	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	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 50% collapse and accelerator-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	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°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A

	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
	With 75% collapse and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	90° to 180°, 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°	A	Less than 360°	A
	Collapse on the opposite side occurs	No	A	No	A
	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric 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					
	Spin occurs	No	A	No	A
17. Low speed spin tendency					
	Spin occurs	No	A	No	A
18. Recovery from a developed spin					
	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					
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Cascade occurs	No	A	No	A
20. Big ears					
	Entry procedure	Dedicated controls	A	Standard technique	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					
	Entry procedure	Dedicated controls	A	Standard technique	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	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral					
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
	Turn angle to recover normal flight	Less than 720°,spontaneous recovery	A	Less than 720°,spontaneous recovery	A
	Sink rate when evaluating spiral stability [m/s]	17 m/s		18 m/s	
23. Alternative means of directional control					
	180° turn achievable in 20 s	Yes	A	Yes	A
	Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual					
	Procedure works as described	not available	0	not available	0
	Procedure suitable for novice pilots	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
Comments of test pilot					
	Comments	no		no	

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Accordance with **EN** standards **926-2:2005** & **926-1:1995**:

Date of issue (D.M.Y):

PG 030.2006

18.01.2007

MANUFACTURER: **SKY PARAGLIDERS**

MODEL: **FIDES 2 Evolution L**

Configuration during flight tests

Paraglider

Maximum total weight in flight:	**130 kg**
Minimum total weight in flight:	**100 kg**
Weight of the paraglider:	**5.3 kg**
Number of risers:	**4**
Projected area:	**28.30 m²**

Harness used for flight tests (maxi weight)

Type:	**ABS**
Brand name:	**Sky Paragliders**
Model:	**AXEL XL**
Seat to lowest part of risers distance:	**50 cm**
Distance between top of connectors centerlines:	**45 cm**

For detailed information regarding harness settings used for flight tests, please refer to flight tests reports.

Accessories

Range of the speed system:	**16 cm**	Range of trimmers:	**No cm**
Speed range using brakes:	**14 km/h**	Total speed range with accessories:	**23 km/h**

Inspections (whichever happens earlier) :

12 months or 100 flights

Warning ! before use refer to user 's manual.

Serial no: .....

Date of manufacturing: .....

Person or compagny having presented the glider for testing: **Alexandre Paux / CH-1066 Epalinges**

Conformity tests according to EN 926-2:2005 & EN 926-1:1995 standards carried out by:

AIR TURQUOISE
Rue de la Poterlaz, 6
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
A	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X		--
B									X																--
C																									--
D																									--

Flight test report

Manufacturer	**Sky Paragliders**	**Certification number**	PG 030.2006
Address	Okružní 39	**Date of flight test**	12/12/2006
	73911 Frýdlant nad Ostravicí	**Place of test**	Villeneuve
	Czech Republic		
Representive	Alexandre Paux	**Classification B**	
Type of glider	**Fides 2 Evolution L**		
Trimmer	**not available**		

Test Pilot	Claude Thurnheer	Alain Zoller
Harness	Gin Genie III	Sky - Axel XL
Total weight in flight	100 kg	130 kg

	Min weight		Max weight	
1. Inflation/Take-off				
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing				
Special landing technique required	No	A	No	A
3. Speed in straight flight				
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement				
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 65 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure/travel	not available	0	Increasing, Greater than 65 cm	A
5. Pitch stability exiting accelerated flight				
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight				
Collapse occurs	No	A	No	A
7. Roll stability and damping				
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals				
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn				
Sink rate after two turns	More than 14 m/s	B	More than 14 m/s	B
10. Symmetric front collapse				
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	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)				
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				
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 collapse)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most line tight	A	Most line tight	A
14. Asymmetric collapse				
With 50% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	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	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 50% collapse and accelerator-Maximum dive forward or roll angle				
Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15°	A	Less than 90°, Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A

	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
	With 75% collapse and accelerator-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	90° to 180°, 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°	A	Less than 360°	A
	Collapse on the opposite side occurs	No	A	No	A
	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric 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					
	Spin occurs	No	A	No	A
17. Low speed spin tendency					
	Spin occurs	No	A	No	A
18. Recovery from a developed spin					
	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					
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
	Cascade occurs	No	A	No	A
20. Big ears					
	Entry procedure	Dedicated controls	A	Standard technique	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					
	Entry procedure	Dedicated controls	A	Standard technique	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	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral					
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
	Turn angle to recover normal flight	Less than 720°,spontaneous recovery	A	Less than 720°,spontaneous recovery	A
	Sink rate when evaluating spiral stability [m/s]	16 m/s		17 m/s	
23. Alternative means of directional control					
	180° turn achievable in 20 s	Yes	A	Yes	A
	Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual					
	Procedure works as described	not available	0	not available	0
	Procedure suitable for novice pilots	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
Comments of test pilot					
	Comments	no		no	

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TESTS EN STRUCTURE DHV
LOAD TESTS DHV

Le modèle désigné ci-dessous est conforme aux tests en structure réalisés par:
The model describe hereafter is in conformity with the structural tests carried out by:
SHV/FSVL - Air Turquoise

Constructeur/Manufacturer:	**SKY PARAGLIDERS**
Modèle/Model:	**FIDES II**
Type:	**L**
Poids total maxi en vol Maxi total weight in flight:	**144 kg**

TEST AU CHOC - SHOCK TEST
750 daN

Le modèle ne présente pas de dommage apparent mettant en doute sa navigabilité.
The model had not any appenearing damage to question whether his airworthiness.

TEST RESISTANCE MECANIQUE - MECHANIACL RESISTANCE TEST

Le modèle a été testé à plus de 8 G de son poids total maxi en vol pendant 5 sec.
The model had been tested to 8G of his total weight in flight during 5 sec.

Villeneuve, March 2nd, 2005
Air Turquoise,

Alain Zoller

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