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_1478.2019	
Address	Okruzní 39 73911 Frýdlant nad	Flight test	1	4.12.2015	
	Ostravicí Czech Republic				
Glider model	•	Classification	E		
	Apollo 2 L				
Serial number	2058-11-1242	Representative		lone	
Trimmer	no	Place of test	V	/illeneuve	
Folding lines used	no				
Test pilot		Claude Thurnheer	A	lain Zoller	
Harness		Sup' Air - Access M	G	Gin Gliders - Gingo 2 L	
Harness to risers di	stance (cm)	43	4	3	
Distance between ri		44	4	6	
Total weight in fligh		85		08	
rotar weight in high	it (rg)	00		00	
1. Inflation/Take-off		А			
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	A	No	А
3. Speed in straight fligh		Α			
Trim speed more than 30 I		Yes	A	Yes	A
Speed range using the cor	ntrols 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		Α			
Max. weight in flight up t			0		~
Symmetric control pressur		not available	0	not available	0
Max. weight in flight 80 k		la sessia a l'arrester them CO arr	•	nat available	0
Symmetric control pressur		Increasing / greater than 60 cm	A	not available	0
Max. weight in flight great Symmetric control pressur	-	not available	0	Increasing / greater than 65 cm	А
5. Pitch stability exiting a		A	0	increasing / greater than 05 cm	~
Dive forward angle on exit		Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No		No	A
•	ng controls during accelerated	A			~
Collapse occurs		No	А	No	А
7. Roll stability and dam	oina	Α		-	
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spira	als	A			
Tendency to return to strai		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour exiting a fu	lly developed spiral dive	A			
Initial response of glider (fi	rst 180°)	Immediate reduction of rate of turn	А	Immediate reduction of rate of turn	А
Tendency to return to strai	ght flight	Spontaneous exit (g force decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
					Δ
Turn angle to recover norm	nal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Turn angle to recover norm 10. Symmetric front colla			A		A
	apse	recovery	A A		A

Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping 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 3 s to 5 s	В	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	A	Dive forward 0° to 30° / Keeping	A
	course	A	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 3 s to 5 s	В	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	А	Dive forward 30° to 60° /	В
Concerda acoura	course	•	Keeping course	•
Cascade occurs	No	A	No	A
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	A
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	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	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 15° to 45°	A	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	А	No (or only a small number of	А
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
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	А	No (or only a small number of	А
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
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°	A	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	
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	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 ears	В			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Recovery through pilot action in less than a further 3 s	В	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	Α			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in 3 s to 5 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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Alternative means of directional control	A			
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	Α			
Procedure works as described	Yes	А	not available	0
Procedure suitable for novice pilots	Yes	А	not available	0
Cascade occurs	No	А	not available	0
24. Comments of test pilot				

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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

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Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1476.2019	
Address	Okruzní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	2	6.02.2016	
Glider model	Apollo 2 S	Classification	Е	3	
Serial number	02060-11-1414		_	lone	
		Representative			
Trimmer	no	Place of test	V	<i>(illeneuve</i>	
Folding lines used	no				
Test pilot		Seiko Fukuoka	C	Claude Thurnheer	
Harness		Sup' Air - Altiplume S	S	Sup' Air - Altiplume M	
Harness to risers d	istance (cm)	43	4	3	
Distance between r	isers (cm)	40	4	4	
Total weight in fligh		64	8	1	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique	e required	No	A	No	A
2. Landing		A			
Special landing technique	required	No	А	No	А
3. Speed in straight fligh	nt	Α			
Trim speed more than 30		Yes	А	Yes	А
Speed range using the co	ontrols larger than 10 km/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
4. Control movement		Α			
Max. weight in flight up	to 80 kg				
Symmetric control pressu	re / travel	Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80	kg to 100 kg				
Symmetric control pressu		not available	0	Increasing / greater than 60 cm	А
Max. weight in flight gre	ater than 100 kg				
Symmetric control pressu		not available	0	not available	0
5. Pitch stability exiting	· · · · · · · · · · · · · · · · · · ·	Α			
Dive forward angle on exi	t	Dive forward less than 30°	A	Dive forward less than 30°	А
Collapse occurs		No	А	No	A
6. Pitch stability operati flight	ng controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and dam	iping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spin		Α			
Tendency to return to stra	• •	Spontaneous exit	A	Spontaneous exit	А
	Illy developed spiral dive	A			
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	А	Less than 720°, spontaneous recovery	А
10. Symmetric front coll	apse	В			
Approximately 30 % cho	•	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
2		-		-	

Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping	А	Dive forward 0° to 30° Keeping	А
	course		course	
Cascade occurs	No	A	No	А
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	А	Spontaneous in 3 s to 5 s	В
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 3 s to 5 s	В	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	А	Dive forward 0° to 30° / Keeping	А
	course		course	
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	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	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 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	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	А	No (or only a small number of	А
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
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° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	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	А	No (or only a small number of	А
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
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°	A	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	A	No	A
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	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	Α			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	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
21. Big ears in accelerated flight	В			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Recovery through pilot action in less than a further 3 s	В	Recovery through pilot action in less than a further 3 s	В
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	А	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			
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				

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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_1480.2019	
Address	Okruzní 39 73911 Frýdlant nad	Flight test	0	7.03.2016	
	Ostravicí Czech Republic				
Glider model	Apollo 2 XS	Classification	E	3	
Serial number	2151-11-0605	Representative	Ν	lone	
Trimmer	no	Place of test		/illeneuve	
Folding lines used	no		v		
Test pilot		Light pilot under Air	c	Claude Thurnheer	
rest phot		Turquoise supervision	C		
Harness		Flugsau - XX-Lite	F	lugsau - XX-Lite	
Harness to risers dis	stance (cm)	40	4	0	
Distance between ris	sers (cm)	40	4	0	
Total weight in flight	t (kg)	55	7	'3	
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	required	No	А	No	A
3. Speed in straight flight	t	В			
Trim speed more than 30 k	xm/h	Yes	А	Yes	A
Speed range using the con	trols larger than 10 km/h	Yes	А	Yes	A
Minimum speed		25 km/h to 30 km/h	В	25 km/h to 30 km/h	В
4. Control movement		Α			
Max. weight in flight up to	o 80 kg				
Symmetric control pressure		Increasing / greater than 55 cm	А	Increasing / greater than 55 cm	A
Max. weight in flight 80 k					
Symmetric control pressure		not available	0	not available	0
Max. weight in flight grea					
Symmetric control pressure		not available	0	not available	0
5. Pitch stability exiting a	ccelerated flight	A			
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
flight	g controls during accelerated	Α			
Collapse occurs		No	А	No	A
7. Roll stability and damp	bing	Α			
Oscillations		Reducing	Α	Reducing	A
8. Stability in gentle spira		Α			-
Tendency to return to straig		Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a ful		A			
Initial response of glider (fin		Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to straig	gnt night	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover norm	nal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
10. Symmetric front colla	pse	B			
i el eginneti le n'ent eent					

Deserves		•		•
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 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Entering a turn of less than 90°	А		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 3 s to 5 s	В	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Entering a turn of less than 90°	A		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		А
12. High angle of attack recovery	A			
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	A			
Dive forward angle on exit	Dive forward 0° to 30°	А	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 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 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° 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°	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°	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°	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 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	A	No	A
17. Low speed spin tendency	Α			
Spin occurs	No	A	No	A
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	A	No	A
19. B-line stall	A			
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery Disc forward and an arit	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	А	No	A
20. Big ears	B Dedicated controls	•	Dedicated controls	•
Entry procedure		A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A B
Recovery	Spontaneous in less than 3 s	A	Recovery through pilot action in less than a further 3 s	
Dive forward angle on exit 21. Big ears in accelerated flight	Dive forward 0° to 30° B	A	Dive forward 0° to 30°	A
Entry procedure	B Dedicated controls	А	Dedicated controls	Δ
Behaviour during big ears	Stable flight	A	Stable flight	A A
Recovery	Recovery through pilot action in less than a further 3 s	В	Recovery through pilot action in less than a further 3 s	В
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			
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



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

Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1479.2019	
Address	Okruzní 39	Flight test	1	1.04.2016	
	73911 Frýdlant nad	C C			
	Ostravicí Czech Bopublic				
Olidan madal	Czech Republic		-		
Glider model	Apollo 2 XL	Classification	E	-	
Serial number	2152-11-0639	Representative		lone	
Trimmer	no	Place of test	\	/illeneuve	
Folding lines used	no				
Test pilot		Claude Thurnheer	A	lain Zoller	
Harness		Niviuk - Hamak M	C	Bin Gliders - Gingo 2 L	
Harness to risers di	stance (cm)	44	4	3	
Distance between ri	sers (cm)	44	4	6	
Total weight in fligh	. ,	99	1	25	
. e.we.g.it in ingli	· \···ə/				
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	A	Yes	A
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 to		not ovollable	0	not evaluable	0
Symmetric control pressure		not available	0	not available	0
Max. weight in flight 80 k Symmetric control pressure		Increasing / greater than 60 cm	А	not available	0
Max. weight in flight grea		increasing / greater than oo chi	~	not available	0
Symmetric control pressure	-	not available	0	Increasing / greater than 65 cm	А
5. Pitch stability exiting a		Α	Ū		,,
Dive forward angle on exit	-	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No		No	А
6. Pitch stability operatin flight	g controls during accelerated	Α			
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 straig		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour exiting a ful		A			
Initial response of glider (fi		Immediate reduction of rate of turn	А	Immediate reduction of rate of turn	А
Tendency to return to strain	ght 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 norm	nal flight	Less than 720°, spontaneous	А	Less than 720°, spontaneous recovery	A
		recovery			
10. Symmetric front colla	pse	B			
10. Symmetric front colla Approximately 30 % cho	•		A	Rocking back less than 45°	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 3 s to 5 s	В	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	A	Dive forward 0° to 30° / Keeping	A
Dive forward angle on exit? Change of course	course	~	course	~
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	А	Dive forward 30° to 60° /	В
	course		Keeping course	
Cascade occurs	No	A	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	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	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	Less than 90° / Dive or roll angle	А	Less than 90° / Dive or roll angle 0° to 15°	А
roll angle	15° to 45°	٨		^
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 (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	А	No (or only a small number of	А
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
Twist occurs	No	A	No	A
Cascade occurs	No	A	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°	A	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	
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	A			
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	В			
Chin ratation angle ofter release	Stops spinning in 90° to 180°	В	Stops spinning in 90° to 180°	В
Spin rotation angle after release			etepe epining in ee te tee	-
Cascade occurs	No	A	No	A
Cascade occurs	No			
Cascade occurs 19. B-line stall	No A	A	No	A
Cascade occurs 19. B-line stall Change of course before release	No A Changing course less than 45°	A	No Changing course less than 45°	A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release	No A Changing course less than 45° Remains stable with straight span	A A A	No Changing course less than 45° Remains stable with straight span	A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s	A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s	A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No	A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B	A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No	A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls	A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls	A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight	A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight	A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears Recovery	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s	A A A A A A B	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in less than 3 s	A A A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30°	A A A A A A B	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in less than 3 s	A A A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A	A A A A A A B A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls	A A A A A A B A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure Behaviour during big ears	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Stable flight	A A A A A A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A A A A A A A
Cascade occurs19. B-line stallChange of course before releaseBehaviour before releaseRecoveryDive forward angle on exitCascade occurs20. Big earsEntry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry procedureBehaviour during big earsRecovery	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Stable flight Spontaneous in 3 s to 5 s	A A A A A A A A A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls 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 A A A A A A A A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears 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 Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30°	A A A A A A A A A A A A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls 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 A A A A A A A A A A A A
Cascade occurs19. B-line stallChange of course before releaseBehaviour before releaseRecoveryDive forward angle on exitCascade occurs20. Big earsEntry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry procedureBehaviour during big earsRecoveryDive forward angle on exitBehaviour during big earsRecoveryDive forward angle on exitBehaviour during big earsRecoveryDive forward angle on exitBehaviour immediately after releasing the accelerator while maintaining big ears	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight	A A A A A A A A A A A A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls 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 A A A A A A A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears 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 Dive forward angle on exit 22. Big ears Recovery Dive forward angle on exit Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Cascade occurs Dive forward angle on exit Cascade occurs Cascade occu	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight	A A A A A A A A A A A A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls 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 A A A A A A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears 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 Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears 22. Alternative means of directional control 180° turn achievable in 20 s	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Pedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Content of the flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight Yes	A A A A A A A A A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Ledicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Yes	A A A A A A A A A A A A A A A A
Cascade occurs 19. B-line stall Change of course before release Behaviour before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears 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 Dive forward angle on exit 21. Big ears in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears 22. Alternative means of directional control 180° turn achievable in 20 s Stall or spin occurs 23. Any other flight procedure and/or configuration	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight No	A A A A A A A A A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Ledicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Yes	A A A A A A A A A A A A A A A A
Cascade occurs19. B-line stallChange of course before releaseBehaviour before releaseBehaviour before releaseRecoveryDive forward angle on exitCascade occurs20. Big earsEntry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry 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	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Course Cour	A A A A A A A A A A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls 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 Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A A A A A A A A A A A A A A
Cascade occurs19. B-line stallChange of course before releaseBehaviour before releaseRecoveryDive forward angle on exitCascade occurs20. Big earsEntry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry procedureBehaviour during big earsRecoveryDive forward angle on exit21. Big ears in accelerated flightEntry procedureBehaviour during big earsRecoveryDive forward angle on exit22. 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 manualProcedure works as described	No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight No 0 not available	A A A A A A A A A A A A A A A A A A A	No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Charle flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight No	A A A A A A A A A A A A A A A A A A A

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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_1477.2019	
Address	Okruzní 39 Z2014 Frédlant rod	Flight test	1	3.11.2018	
	73911 Frýdlant nad Ostravicí				
	Czech Republic				
Glider model	Apollo 2 M	Classification	E	8	
Serial number	2359-11-1262	Representative	_	lone	
Trimmer		Place of test		/illeneuve	
	no	Flace of test	v	lilelleuve	
Folding lines used	no				
Test pilot		Claude Thurnheer	A	lain Zoller	
Harness		Supair - Altiplume S	F	lugsau - XX-Lite	
Harness to risers d	listance (cm)	41	4	1	
Distance between i	risers (cm)	40	4	4	
Total weight in flig		74	Q	4	
		7 -	0	7	
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	A	No	Α
2. Landing		A			
Special landing technique		No	A	No	Α
3. Speed in straight fligh		A		No.	
Trim speed more than 30		Yes	A	Yes	A
Minimum speed	ontrols larger than 10 km/h	Yes Less than 25 km/h	A A	Yes Less than 25 km/h	A A
4. Control movement			A		A
Max. weight in flight up	to 80 kg	8			
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				5.5	
Symmetric control pressu	-	not available	0	not available	0
5. Pitch stability exiting	accelerated flight	Α			
Dive forward angle on exi	t	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	ping	А			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spi	rals	Α			
Tendency to return to stra		Spontaneous exit	А	Spontaneous exit	Α
-	ully developed spiral dive	Α			
Initial response of glider (Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	Α
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	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front col	lapse	B			
Approximately 30 % cho	ord				
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А

Passyan	Constanceus in less than 2 a	^	Chantanaque in lace than 2 a	^
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
Dive forward angle on exit change of course	course	A	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 3 s to 5 s	В	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	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	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	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	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	
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°	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°	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	А	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	А	No	А
Cascade occurs	No	Α	No	А
Folding lines used	No		No	
15. Directional control with a maintained asymmetric collapse	A			
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	A
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	A
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	A
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°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	B			
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	В	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				



Paraglider inspection certificate

Inspection certificate number: PG

PG_1476.2019

Manufacturer name:	Sky Paragliders a.s.		
Representative	Michal Sotek		
Street:	Okruzni 39		
Post code / place:	73911 Frydlant n.O.		
Country:	Czech Republic		
Sample data			
Name:	Apollo 2	Size:	S
Min weight in flight [kg]:	64	Max weight in flight [kg]:	81
Weight [kg]:	4	Number of seat:	Single-seate
Sample load serial number:	n/a	Date of reception:	n/a
Sample flight serial number :	2060-11-1414	Date of reception:	26.02.2016
Test report summary	Result	Place	Date of test
71.8.3 Shock loading test:	Test done on size XL,	inspection PG_1479.2019	27.09.2018
71.8.3 Sustained loading test:	Test done on size XL,	inspection PG_1479.2019	27.09.2018
71.8.2 Flight test:	В	Villeneuve	26.02.2016
71.4.3 Measurement:	POSITIVE	Villeneuve	09.02.2016
71.6.3 Line bending test:	POSITIVE	Villeneuve	15.03.2019
Issue data			
Place of declaration:	Villeneuve		
Date of issue:	21.03.2019		
Managing Director:	Alain Zoller		
Signature:			

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: **B**

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

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1476.2019 21.03.2019 Sky Paragliders a.s. Apollo 2 S 02060-11-1414

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	81	Range of speed system (cm)	14
Minimum weight in flight (kg)	64	Speed range using brakes (km/h)	14
Glider's weight (kg)	4	Total speed range with accessories (km/h)	28
Number of risers	3	Range of trimmers (cm)	0
Projected area (m2)	20.19		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 24 months or every 100 flying hours	
Harness brand	Sup' Air	Warning! Before use refer to user's manual	
Harness model	Altiplume M	Person or company having presented the glider for testing: sky paraglider	
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 21	22 23
A A A A A A A	ΑΒΑ	A	3 A 0



Paraglider inspection certificate

Inspection certificate number:

: PG_1477.2019

Manufacturer name:	Sky Paragliders a.s.		
Representative	Michal Sotek		
Street:	Okruzni 39		
Post code / place:	73911 Frydlant n.O.		
Country:	Czech Republic		
Sample data	1		
Name:	Apollo 2	Size:	М
Min weight in flight [kg]:	74	Max weight in flight [kg]:	94
Weight [kg]:	4.2	Number of seat:	Single-seate
Sample load serial number:	n/a	Date of reception:	n/a
Sample flight serial number :	2359-11-1262	Date of reception:	09.11.2018
Test report summary	Result	Place	Date of test
71.8.3 Shock loading test:	Test done on size X	L, inspection PG_1479.2019	27.09.2018
71.8.3 Sustained loading test:	Test done on size X	L, inspection PG_1479.2019	27.09.2018
71.8.2 Flight test:	В	Villeneuve	13.11.2018
71.4.3 Measurement:	POSITIVE	Villeneuve	01.11.2018
71.6.3 Line bending test:	POSITIVE	Villeneuve	15.03.2019
Issue data			
Place of declaration:	Villeneuve		
Date of issue:	21.03.2019		
Managing Director:	Alain Zoller		
Signature:			

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3

(If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: **B**

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

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1477.2019 21.03.2019 Sky Paragliders a.s. Apollo 2 M 2359-11-1262

Configuration during flight tests

Parag	glide	r									A	cces	sorie	s								
Maxir	num	weigl	ht in f	light	(kg)			ç	94		R	ange	of sp	eed s	syste	m (cn	n)				14	
Minim	num v	veigh	it in fl	ight (kg)			7	4		S	peed	rang	e usir	ng bra	akes	(km/ł	1)			14	
Glide	r's we	eight	(kg)					4	1.2		Т	otal s	peed	rang	e with	n acc	essoi	ries (I	km/h))	28	
Numb	per of	riser	S					3	3		R	ange	of tri	mme	rs (cn	n)					0	
Proje	cted	area	(m2)					2	21.56													
Harne	ess i	ised	for te	esting	g (ma	x we	ight)				In	spec	tions	s (wh	ichev	er ha	ppen	s firs	t)			
Harne	ess ty	/pe						4	ABS		e١	very 2	24 mc	onthe	s or e	every	100 1	flying	hour	s		
Harne	ess b	rand						F	lugs	sau	W	/arnir	ng! Be	efore	use r	efer t	o use	er's m	anua	ıl		
Harne	ess m	nodel)	(X-Li	ite			or co				pres	ented	l the			
Harne	ess to	o rise	rs dis	tance	e (cm))		4	11													
Dista	nce b	etwe	en ris	sers (cm)			4	4													
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	Α	Α	Α	Α	Α	Α	Α	в	Α	Α	Α	В	Α	Α	Α	Α	Α	Α	в	Α	0



Paraglider inspection certificate

Inspection certificate number: PG_1478.2019

Manufacturer name:	Sky Paragliders a.s.		
Representative	Michal Sotek		
Street:	Okruzni 39		
Post code / place:	73911 Frydlant n.O.		
Country:	Czech Republic		
Sample data			a tanki ta a
Name:	Apollo 2	Size:	L
Min weight in flight [kg]:	85	Max weight in flight [kg]:	108
Weight [kg]:	4.5	Number of seat:	Single-seate
Sample load serial number:	n/a	Date of reception:	n/a
Sample flight serial number :	2058-11-1242	Date of reception:	14.12.2015
Test report summary	Result	Place	Date of test
71.8.3 Shock loading test:	Test done on size XL, i	nspection PG_1479.2019	27.09.2018
71.8.3 Sustained loading test:	Test done on size XL, i	nspection PG_1479.2019	27.09.2018
71.8.2 Flight test:	В	Villeneuve	14.12.2015
71.4.3 Measurement:	POSITIVE	Villeneuve	04.01.2016
71.6.3 Line bending test:	POSITIVE	Villeneuve	15.03.2019
Issue data			
Place of declaration:	Villeneuve		
Date of issue:	21.03.2019		
	Alain Zoller		

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

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Classification: **B**

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

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1478.2019 21.03.2019 Sky Paragliders a.s. Apollo 2 L 2058-11-1242

Configuration during flight tests

Para	glide	r									A	cces	sorie	s								
Maxir	num	weigl	ht in f	light	(kg)				108		F	ange	of sp	beed :	syste	m (cn	n)				14	
Minim	านm ง	veigh	it in fl	ight (kg)			8	35		S	peed	rang	e usii	ng bra	akes	(km/ł	1)			14	
Glide	r's we	eight	(kg)					4	4.5		Т	otal s	peed	rang	e witl	h acc	essoi	ries (I	km/h))	28	
Numb	ber of	riser	s					:	3		F	ange	of tri	mme	rs (cr	n)					0	
Proje	cted	area	(m2)					2	23.03	i												
Harn	ess i	ised	for te	sting	ı (ma	x we	ight)				Ir	nspec	ction	s (wh	ichev	er ha	ppen	s firs	t)			
Harne	ess ty	/pe					• ·		ABS		е	very 2	24 ma	onths	or ev	very 1	00 fly	/ing h	ours			
Harne	ess b	rand						(Gin G	Glider	s V	Varnir	ng! Be	efore	use r	efer t	o use	er's m	anua	al		
Harne	ess m	nodel						(Ginge	0 2 L		ersor lider 1		•			pres	ented	l the			
Harne	ess to	o rise	rs dis	tance	e (cm))		4	13		-			-								
Dista	nce b	etwe	en ris	sers (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	Α	Α	Α	Α	Α	Α	Α	В	Α	Α	Α	в	Α	Α	Α	Α	Α	в	Α	Α	Α

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Paraglider inspection certificate

Inspection certificate number: P

PG_1479.2019

Manufacturer name:	Sky Paragliders a.s.		
Representative	Michal Sotek		
Street:	Okruzni 39		
Post code / place:	73911 Frydlant n.O.		
Country:	Czech Republic		
Sample data			2
Name:	Apollo 2	Size:	XL
Min weight in flight [kg]:	99	Max weight in flight [kg]:	125
Weight [kg]:	4.7	Number of seat:	Single-seate
Sample load serial number:	2359-11-1273	Date of reception:	27.09.2018
Sample flight serial number :	2152-11-0639	Date of reception:	01.03.2016
Test report summary	Result	Place	Date of test
71.8.3 Shock loading test:	POSITIVE	Yverdon(airport)	27.09.2018
71.8.3 Sustained loading test:	POSITIVE	Yverdon(airport)	27.09.2018
71.8.2 Flight test:	В	Villeneuve	11.04.2016
71.4.3 Measurement:	POSITIVE	Villeneuve	11.04.2016
71.6.3 Line bending test:	POSITIVE	Villeneuve	15.03.2019
Issue data			
Place of declaration:	Villeneuve		
Date of issue:	21.03.2019		
Managing Director:	Alain Zoller		
Signature:			

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: **B**

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

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1479.2019 21.03.2019 Sky Paragliders a.s. Apollo 2 XL 2152-11-0639

Configuration during flight tests

Para	glide	r									A	cces	sorie	s								
Maxir	num	weigl	ht in f	light	(kg)				125		R	ange	of sp	eed	syste	m (cn	n)				16	
Minim	num v	veigh	it in fl	ight (kg)			9	99		S	peed	rang	e usii	ng bra	akes	(km/ł	1)			14	
Glide	r's we	eight	(kg)					4	4.7		Т	otal s	peed	rang	e witl	h acc	essoi	ries (I	km/h))	28	
Numb	per of	riser	s					:	3		R	ange	of tri	mme	rs (cr	n)					0	
Proje	cted	area	(m2)					2	24.6													
Harn	ess ı	ised	for te	esting	g (ma	x we	ight)				Ir	nspec	tion	s (wh	ichev	er ha	ppen	s firs	t)			
Harne	ess ty	/pe			-				ABS		е	very 2	24 ma	onths	or ev	very 1	00 fly	/ing h	nours			
Harne	ess b	rand						(Gin G	Glider	s V	Varnir	ng! Be	efore	use r	efer t	o use	er's m	anua	ıl		
Harne	ess m	nodel						(Ginge	0 2 L		ersor lider f		•			pres	ented	l the			
Harne	ess to	o rise	rs dis	tance	e (cm))		4	43													
Dista	nce b	etwe	en ris	sers (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	Α	Α	Α	Α	Α	Α	Α	В	Α	Α	Α	В	Α	Α	Α	В	Α	в	Α	Α	0



Paragliders Shock- and sustained loading test

Inspection certificat number:	PG_1479.2019		Test Report
Manufacturer data			
Manufacturer name:	Sky Paragliders a.s.		
Representative:	Michal Sotek		
Street:	Okruzni 39		
Post code / place:	73911 Frydlant n.O.		
Country:	Czech Republic		
Sample data			
Name:	Apollo 2		
Size:	XL		
Maximum weight in flight [kg]:	125		
Serial number:	2359-11-1273		
Date of reception:	27.09.2018		
Test data		Test Atmosphere A	GL
Place of test:	Yverdon (airport)	5	[°C]
Date of test:	27.09.2018	73	RH [%]
Inspector:	Alain Zoller	979.9	[hPA]
•		0.1	Wind [m/s]

Shock loading test result ⁽¹⁾											
Weak link used [daN]: Visual inspection:	1000 No visible damage	Results:	POSITIVE								
Uncertainty k=2 [%] (2)	10										

Weak link



Instruments	Validity	Manufacturer	s/n			
Weak link	2020	Tost	n/a			
Cable	2020	Rotex	n/a			
Geos n° 11 Skywatch	08.05.2019	JDC elec.	22			

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Inspection certificate number: PG_1479.2019

Sustained loading test results ⁽³⁾

Deput :	POSITIVE	
Result :	POSITIVE	
Calculated max load value with 3 sec or five peaks [kg] :	130.49	

Required sustained loading test results⁽⁴⁾

Required load value for 3s at 8g [N] :	9810.00
Required load value for 5 peaks at 10g [N] :	12262.50
Required load value for 3s at 8g includes uncertainty [N] :	9869.23
Required load value for 5 peaks at 10g includes uncertainty [N] :	12321.73
Uncertainty K=2 [%] :	0.487

Graphic sustained loading diagram



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Inspection certificate number:	PG_1479.2019									
Detailed sustained loading test results										
Calculated cumulative duration at max	load [s] :	3.2								
Calculated max load value duration of 3	sec. [N] :	1280.10								
Calculated max load value duration of 3	3 sec. [kg] :	130.49								
Calculated max load value with five pea	iks [N] :	n/a								
Calculated max load value with five pea	iks [kg] :	n/a								
Calculated max load value with 3 sec of	r five peaks [N] :	1280.10								
Calculated max load value with 3 sec of	r five peaks [kg] :	130.49								

Instruments	Manufacturer	Type nr.	S/N		
Load sensor	НВМ	1-S9M/50KN-1	31314652		
Geos n°11 Skywatch	JDC	Geos nº 11	0022		

The validation of this test report is given by the signature of the test manager on inspection certificate 71.8.1

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the standards EN 926-1:2015 chapter 4.4, 4.5 | LTF NFL II-91/09 chapter 3

(1) The paraglider is subjected to a shock load . Shock load is limited using a weak link according to the weight range of glider. The weak link breaks or 5 s has elapsed since the start of the shock load. The wing is then visually inspected for damage.

(2) Weak link value include the uncertainty for weight range test values / The uncertainty state is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.

(3) The test specimen (sample) is attached to the electronic sensors on the tow vehicle.

A controller is positioned on the tow vehicle in order to operate the paraglider control lines to stabilize the wing. The speed of the vehicle is increased as gradually as possible, enabling the controller to obtain satisfactory stabilisation of the flight path of the paraglider.

When the paraglider has stabilized, the speed is increased gradually until either:

a) the measured load exceeds a load factor of eight times the maximum total weight in flight recommended by the manufacturer, for a minimum cumulative duration of 3 s; or

b) five peaks separated by at least 0,3 s are obtained above ten times the maximum total weight in flight recommended by the manufacturer, in one run.

(4) The calculated value include the value minus the uncertainty / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.



Paraglider inspection certificate

Inspection certificate number:

PG_1480.2019

Manufacturer name:	Sky Paragliders a.s.		
Representative	Michal Sotek		
Street:	Okruzni 39		
Post code / place:	73911 Frydlant n.O.		
Country:	Czech Republic		
Sample data			
Name:	Apollo 2	Size:	XS
Min weight in flight [kg]:	55	Max weight in flight [kg]:	73
Weight [kg]:	3.9	Number of seat:	Single-seate
Sample load serial number:	n/a	Date of reception:	n/a
Sample flight serial number :	2151-11-0605	Date of reception:	06.03.2016
Test report summary	Result	Place	Date of test
71.8.3 Shock loading test:	Test done on size XL,	inspection PG_1479.2019	27.09.2018
71.8.3 Sustained loading test:	Test done on size XL,	inspection PG_1479.2019	27.09.2018
71.8.2 Flight test:	В	Villeneuve	07.03.2016
71.4.3 Measurement:	POSITIVE	Villeneuve	28.04.2016
71.6.3 Line bending test:	POSITIVE	Villeneuve	15.03.2019
Issue data			
Place of declaration:	Villeneuve		
Date of issue:	21.03.2019		
Managing Director:	Alain Zoller		
Signature:			

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

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Classification: **B**

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

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1480.2019 21.03.2019 Sky Paragliders a.s. Apollo 2 XS 2151-11-0605

Configuration during flight tests

Paraglider											Accessories											
Maxir	laximum weight in flight (kg)						73			Range of speed system (cm)							13					
Minimum weight in flight (kg)							55			Speed range using brakes (km/h)								14				
Glider's weight (kg)						3.9			Total speed range with accessories (km/h))	28					
Number of risers					3	3		Range of trimmers (cm)							0							
Proje	cted	area	(m2)					1	18.9													
Harness used for testing (max weight)											Inspections (whichever happens first)											
Harness type								ABS every 24 months or every 100 flying hours														
Harne	ess b	rand						F	Flugsau Warning! Before use refer to user's manual													
Harness model)	KX-Li	Lite Person or company having presented the glider for testing: sky paraglider														
Harne	ess to	o rise	rs dis	tance	e (cm))		4	40													
Dista	nce b	etwe	en ris	sers (cm)			4	10													
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	в	Α	Α	Α	В	Α	Α	Α	Α	Α	в	в	Α	0