ATI5²







info@sky-cz.com

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

Date of issue (D.M.Y):

11.10.2006

PG 007.2006

SKY PARAGLIDERS a.s. MANUFACTURER:

ATIS 2 S MODEL:

Configuration during flight tests

Paraglider

Harness used for flight tests

Maximum total weight in flight: 80 kg

Minimum total weight in flight: 60 kg

Weight of the paraglider: 5 kg

Number of risers:

Projected area: m² 20.69

Type: **ABS**

Brand name: Sky Paragliders

Axel M Model:

Seat to lowest part of risers distance: 41 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: 15 cm

No cm

Speed range using brakes:

14 km/h

Total speed range with accessories:

Range of trimmers:

25 km/h

Inspections (whichever happens earlier):

12 months or 100 flights

Date of manufacturing:

Warning! before use refer to user 's manual.

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

Conformity tests according to EN 926-2:2005 & EN 926-1:1999 standards carried out by:



AIR TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland

AIR TURQUOISE Tel

Fax email

Manufacturer Sky Paragliders Okružní 39, P.O.Box 61 Address

73911 Frýdlant nad Ostravicí Czech Republic

Representive Alexandre Paux Type of glider Atis 2 S

Certification number Date of flight test Place of test





Classification B

Test Pilot Bernhard Stocker Harness SupAir Evolution

Total weight in flight 65 kg

Claude Thurnheer Gin Genie 3 80 kg

		Min weight		Max weight	
1. Inflation/Ta	ake-off				
	Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
	Special take off technique required	No	Α	No	Α
2. Landing					
	Special landing technique required	No	Α	No	Α
3. Speed in s					
	Trim speed more than 30 km/h			Yes	Α
	Speed range using the controls larger than 10 km/h			Yes	Α
	Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control mo					
	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	Increasing, Greater than 55 cm	Α	not available	0
	Max. weight in flight 80 kg to 100 kg				
	Symmetric control pressure/travel	not available	0	Increasing, Greater than 60 cm	Α
	Max. weight in flight greater than 100 kg				
F Ditab stabi	Symmetric control pressure/travel	not available	0	not available	0
5. Pitch Stabi	lity exiting accelerated flight	Divertended to a thou 200	,	Divertend less than 200	^
	Dive forward angle on exit			Dive forward less than 30°	A
C Ditab stabi	Collapse occurs	No	Α	No	Α
6. Pitch Stabi	lity operating controls during accelerated flight	Na	Α	No	Α
7 Dell stebili	Collapse occurs	No	А	INU	А
i. Kon stabili	ty and damping Oscillations	Poducina	۸	Paducing	۸
9 Stability in	gentle spirals	Reducing	Α	Reducing	Α
o. Stability In	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9 Rehavious	in a steeply banked turn	оронаневиз ели	^	оронансова сли	А
J. Denaviour	Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10 Symmetri	c front collapse	MOTO MAIL 14 III/3	٥	INIOIC MAIL 14 III/3	Б
io. Symmetri	Entry	Rocking back less than 45°	А	Rocking back less than 45°	Α
	Recovery			Spontaneous in less than 3 s	A
	Dive forward angle on exit			Dive foward 0°to 30°, Keeping course	A
	Cascade occurs			No	A
	With accelerator	140	^	TNO	^
	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
	Recovery	•		Spontaneous in less than 3 s	A
	Dive forward angle on exit			Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	, , ,		No	A
11. Exiting de	eep stall (parachutal stall)				
	Deep stall achieved	Yes	Α	Yes	Α
	Recovery			Spontaneous in less than 3 s	Α
	Dive forward angle on exit	•		Dive forward 0°to 30°	Α
	Change of course			Changing course less than 45°	Α
	Cascade occurs	0 0		No	Α
12. High angl	e of attack recovery				
3 - 3	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Cascade occurs			No	Α
13. Recovery	from a developed full stall				
•	Dive forward angle on exit	Dive forward 30°to 60°	В	Dive forward 30°to 60°	В
	Collapse	No collapse	Α	No collapse	Α
	Cascade occurs (other than collapse)	No	Α	No	Α
	Rocking back			Less than 45°	Α
	Line tension	Most line tight	Α	Most line tight	Α
14. Asymmet					
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-infation			Less than 90°, Dive or roll angle 0° to 15°	Α
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
	Total change of course	Less than 360°	Α	Less than 360°	Α
	Collapse on the opposite side occurs	No	Α	No	Α
	Twist occurs	No		No	Α
	Cascade occurs	No	Α	No	Α
	With 75% collapse-Maximum dive forward or roll angle				
	Change of course until re-infation		В	Less than 90°, Dive or roll angle 15° to 45°	Α
	Re-inflation behaviour	· ·		Spontaneous re-inflation	Α
	Total change of course	Less than 360°		Less than 360°	Α
			Α	No	Α
	Collapse on the opposite side occurs				
	Twist occurs	No	Α	No	Α
	Twist occurs Cascade occurs	No No	Α		
	Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or	No No roll angle	A A	No No	A A
	Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or Change of course until re-infation	No No roll angle 90° to 180°, Dive or roll angle 15° to 45°	A A B	No No Less than 90°, Dive or roll angle 15° to 45°	A A
	Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or	No No roll angle 90° to 180°, Dive or roll angle 15° to 45°	A A B	No No	Α
	Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or Change of course until re-infation	No No roll angle 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation	A A B A A	No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°	A A A A
	Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or Change of course until re-infation Re-inflation behaviour Total change of course Collapse on the opposite side occurs	No No roll angle 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	A A B A A	No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	A A A A
	Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or Change of course until re-infation Re-inflation behaviour Total change of course	No No roll angle 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	A B A A A	No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°	A A A A

	With 75% collapse and accelerator-Maximum dive forward of	r roll angla			
	Change of course until re-infation	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	A	Spontaneous re-inflation	A
	Total change of course	Less than 360°	Α	Less than 360°	Α
	Collapse on the opposite side occurs	No	Α	No	Α
	Twist occurs	No	Α	No	A
	Cascade occurs	No	A	No	A
15. Direction	nal control with a maintained asymmetric collapse		•		7.
	Able to keep course	Yes	Α	Yes	Α
	180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
	Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim spe	ed spin tendency	· ·		, and the second	
	Spin occurs	No	Α	No	Α
17. Low spee	ed spin tendency				
•	Spin occurs	No	Α	No	Α
18. Recovery	y from a developed spin				
	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
	Cascade occurs	No	Α	No	Α
19. B-line sta	all				
	Change of course before release	Change of course less than 45°	Α	Change of course less than 45°	Α
	Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Cascade occurs	No	Α	No	Α
20. Big ears					
	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears	in accelerated flight				
	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Behaviour immediately after releasing the accelerator while				
	maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviou	ur exiting a steep spiral				
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°,spontaneous recovery	Α
	Sink rate when evaluating spiral stability [m/s]	16 m/s		16 m/s	
23. Alternativ	ve means of directional control				
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	Α
24. Any othe	r flight procedure and/or configuration described in the us	er'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	of test pilot				
	Comments	No		No	



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LOAD TEST REPORT EN 926-1:1995

The model describe hereafter is in conformity with the load and shock tests carried out by:

Air Turquoise, official test laboratory of Switzerland

Manufacturer:

Sky Paragliders

Model:

Atis 2

Type:

S

Maximum weight in flight:

99.8 kg

SHOCK TEST

750 daN

The model had no appearances damage to question whether it's airworthiness.

MECHANICAL RESISTANCE TEST

The model had been tested to 8G of it's total weight in flight during 5 sec.



Villeneuve, June 7th, 2006

Alain Zoller / Randi Eriksen





info@sky-cz.com

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

11.10.2006

PG 002.2006

Date of issue (D.M.Y):

SKY PARAGLIDERS a.s. MANUFACTURER:

ATIS 2 M MODEL:

Configuration during flight tests

Paraglider

Harness used for flight tests

Maximum total weight in flight: 95 kg

Minimum total weight in flight: 75 kg

5.2 kg Weight of the paraglider:

Number of risers:

Projected area: m² 22.38

Type: **ABS**

Brand name: Sky Paragliders

Revel L Model:

Seat to lowest part of risers distance: 44 / 46 cm

Distance between top of connectors centerlines: 42 / 44 cm

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

Accessories

Range of the speed system: 15 cm Range of trimmers:

No cm

Speed range using brakes:

14 km/h

Total speed range with accessories:

25 km/h

Inspections (whichever happens earlier):

12 months or 100 flights

Date of manufacturing:

Warning! before use refer to user 's manual.

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

Conformity tests according to EN 926-2:2005 & EN 926-1:1999 standards carried out by:



AIR TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland

AIR TURQUOISE Tel

Fax email

Manufacturer Sky Paragliders Okruzni 39, P.O.Box 61

73911 Frydlant nad ostravici République Tchèque

Representive Alexandre Paux Type of glider Atis 2 M

Adress

Certification no Date of flight test Place

04.05.2006 Villeneuve

PG 002.2006

Claude Thurnheer



Classification B

Test Pilot Bernhard Stocker Harness Supair Evolution
Total weight in flight 75kg

Genie III 95 kg

. Inflation/Ta	ska-off	Min weight		Max weight	
. Inflation/Ta	Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Δ
	Special take off technique required	No	A	No	Α
. Landing	opecial take on technique required	110		140	
Landing	Special landing technique required	No	Α	No	Α
. Speed in st		140	/\	110	/ \
. opeca iii si	Trim speed more than 30 km/h	Yes	Α	Yes	Δ
	Speed range using the controls lager than 10 km/h	Yes	Α	Yes	,
	Minimum speed	Less than 25 km/h	A	Less than 25 km/h	Α
. Control mo	•	Less than 25 kill/li		Less than 25 km/m	
. Control inc	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	Increasing Greater than 60 cm	۸	not available	
	Max. weight in flight 80 kg to 100 kg	Increasing, Greater than 60 cm	А	not available	
	Symmetric control pressure/travel	not available	0	Increasing, Greater than 60 cm	Δ
		not available	U	increasing, Greater than 60 cm	
	Max. weight in flight greater than 100 kg Symmetric control pressure/travel	not available	0	not available	
Ditab atabil		not available	U	not available	
Pitch Stabil	lity exiting accelerated flight	Dive forward lose than 200	۸	Dive femulard loop them 200	,
	Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
D: 1 . 1 !!	Collaps occurs	No	Α	No	F
Pitch stabil	lity operating controls during accelerated flight				Į
	Collaps occurs	No	Α	No	Δ
Roll stabili	ty and damping				
	Oscillations	Reducing	Α	Reducing	P
Stability in	gentle spirals				
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	P
Behaviour	in a steeply banked turn				
	Sink rate after two turns	Up to 12m/s	Α	More than 14 m/s	Е
. Symmetri	c front collapse				
	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	P
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	1
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	Α	Dive foward 0°to 30°, Keeping course	1
	Cascade occurs	No	Α	No	-
	With accelerator				A
	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	A
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Δ
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	Α	Dive foward 0°to 30°, Keeping course	Δ
	Cascade occurs	No	Α	No	
. Exiting de	eep stall (parachutal stall)		,,		
	Deep stall achieved	Yes	Α	Yes	Δ
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α.
	Dive forward angle on exit	Dive forward 0°to 30°	Α	Dive forward 0°to 30°	,
	Change of course	Changing course less than 45°	Α		Α
	Change of course Cascade occurs	No	A	Changing course less than 45° No	A
High one		INU	А	INO	-
. n ign angl	e of attach recovery	Chantanagua in loga than 2 a	٨	Chantanagua in loss than 2 a	
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	Δ
D	Cascade occurs	No	Α	No	ŀ
. Recovery	from a developed full stall	D: (1000 000	_	D: (1000; 000	
	Dive forward angle on exit	Dive forward 30°to 60°	В	Dive forward 30°to 60°	E
	Collapse	No collapse	Α	No collapse	1
	Cascade occurs (other than collapse)	No	Α	No	1
	Rocking back	Less than 45°	Α	Less than 45°	1
	Line tension	Most line tight	Α	Most line tight	,
. Asymmet	ric collapse				
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-infation	Less than 90°, Dive or roll angle 15° to 45°	Α	Less than 90°, Dive or roll angle 15° to 45°	1
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	
	Total change of course	Less than 360°	Α	Less than 360°	,
	Collapse on the opposite side occurs	No	Α	No	
	Twist occurs	No	Α	No	
	Cascade occurs	No	Α	No	
	With 75% collapse-Maximum dive forward or roll angle				
	Change of course until re-infation	90° to 180°, Dive or roll angle 15° to 45°	В	90° to 180°, Dive or roll angle 15° to 45°	
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	
	Total change of course	Less than 360°	A	Less than 360°	
	•				
	Collapse on the opposite side occurs	No No	A	No No	
	Twist occurs	No No	A	No No	1
	Cascade occurs	No	Α	No	,
	With 50% collapse and accelerator-Maximum dive forwar				
	Change of course until re-infation	90° to 180°, Dive or roll angle 15° to 45°	В	Less than 90°, Dive or roll angle 15° to 45°	1
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	1
	Total change of course	Less than 360°	Α	Less than 360°	1

	Collapse on the opposite side occurs	No	Α	No	Α
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	Α	No	Α
	With 75% collapse and accelerator-Maximum dive forwa				
	Change of course until re-infation	90° to 180°, Dive or roll angle 15° to 45°	В	90° to 180°, Dive or roll angle 15° to 45°	В
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
	Total change of course	Less than 360°	Α	Less than 360°	Α
	Collapse on the opposite side occurs	No	Α	No	Α
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	Α	No	Α
15. Direction	al control with a maintained asymmetric collapse				
	Able to keep course	Yes	Α	Yes	Α
	180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
	Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim spec	ed spin tendency			·	
•	Spin occurs	No	Α	No	Α
17. Low spee	ed spin tendency				
	Spin occurs	No	Α	No	Α
18. Recovery	r from a developed spin				
	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 sta		110	, ,		- / \
15. D-IIIC Sta	Change of course before release	Change of course less than 45°	Α	Change of course less than 45°	Α
	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
	· · · · · · · · · · · · · · · · · · ·	No		No	
20 Bin 2212	Cascade occurs	INO	Α	NO .	Α
20. Big ears		0		0	
	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears i	in accelerated flight				
	Entry procedure	Standard technique	Α		Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Behaviour immediately after releasing the accelerator				
	while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviou	ır exiting a steep spiral				
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
	Sink rate when evaluating spiral stability [m/s]	12 m/s		15 m/s	
23. Alternativ	ve means of directional control				
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	Α
24. Any othe	r flight procedure and/or configuration described in the				
, 5	Procedure works as described	not available	0	not available	0
	Procedure suitable for novice pilots	not available		not available	0
	Cascade occurs	not available		not available	0
Comments o			J	not a salubio	U
Comments 0	Comments		0		0
			,		-



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CEN LOAD TESTS REPORT

The model describe hereafter is in conformity with the load and shock tests carried out by: Air Turquoise, official test laboratory for Switzerland

Manufacturer:

Sky Paragliders

Model:

Atis 2

Type:

M

Maximum weight in flight:

176 kg

SHOCK TEST

600 daN

The model had no appearances damage to question whether it's airworthiness.

MECHANIACL RESISTANCE TEST

The model had been tested to 8G of it's total weight in flight during 5 sec.



Villeneuve, April 19th, 2006 AIR TURQUOISE,

Alain Zoller / Randi Eriksen





info@sky-cz.com

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

PG 003.2006

Date of issue (D.M.Y):

11.10.2006

SKY PARAGLIDERS a.s. MANUFACTURER:

ATIS 2 L MODEL:

Configuration during flight tests

Paraglider

Maximum total weight in flight: 110 kg

Minimum total weight in flight: 87 kg

Weight of the paraglider: 5.4 kg

Number of risers:

Projected area: m² 23.86

Harness used for flight tests

Type: **ABS**

Brand name: Sky Paragliders

Axel XL Model:

Seat to lowest part of risers distance: 45 cm

Distance between top of connectors centerlines: 46 cm

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

Accessories

Range of the speed system: 15 cm Range of trimmers:

No cm

Speed range using brakes:

14 km/h

Total speed range with accessories: 25 km/h

Inspections (whichever happens earlier):

12 months or 100 flights

Date of manufacturing:

Warning! before use refer to user 's manual.

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

Conformity tests according to EN 926-2:2005 & EN 926-1:1999 standards carried out by:



AIR TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland

AIR TURQUOISE Tel

Fax email

Manufacturer Sky Paragliders Okruzni 39, P.O.Box 61

73911 Frydlant nad ostravici République Tchèque

Representive Alexandre Paux

Type of glider Atis 2 L

Adress

Certification no

Date of flight test Place

PG 003.2006 05.05.06 Villeneuve



Classification B

Test Pilot Claude Thurnheer Harness Genie III Total weight in flight 90 kg

Alain Zoller ABS - Sky Revel L 110 kg

Inflation/T-	ako off	Min weight		Max weight	
. Inflation/Ta	Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	
	Special take off technique required	No	A	No	
. Landing	Special landing technique required	No	А	No	
Speed in st	traight flight	140		NO .	
ороош о	Trim speed more than 30 km/h	Yes	Α	Yes	
	Speed range using the controls lager than 10 km/h	Yes	Α	Yes	
	Minimum speed	Less than 25 km/h	Α	25 km/h to 30 km/h	
Control mo	ovement				
	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	not available	0	not available	
	Max. weight in flight 80 kg to 100 kg				
	Symmetric control pressure/travel	Increasing, Greater than 65 cm	Α	not available	
	Max. weight in flight greater than 100 kg Symmetric control pressure/travel	not available	0	Increasing, Greater than 65 cm	
Pitch stahi	lity exiting accelerated flight	not available	U	moreasing, Greater than 65 cm	
i iton otabi	Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	
	Collaps occurs	No	Α	No	
Pitch stabi	lity operating controls during accelerated flight				
	Collaps occurs	No	Α	No	
Roll stabili	ty and damping				
	Oscillations	Reducing	Α	Reducing	
Stability in	gentle spirals				
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	
Behaviour	in a steeply banked turn	Mana than 44 m/s	_	Mana than 44 m/s	
0	Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	
. Symmetri	c front collapse	Pooking back loss than 45°	٨	Pooking back loss than 45°	
	Entry	Rocking back less than 45°	A	Rocking back less than 45° Spontaneous in less than 3 s	
	Recovery Dive forward angle on exit	Spontaneous in less than 3 s Dive foward 0°to 30°, Keeping course	A A	Dive foward 0°to 30°, Keeping course	
	Cascade occurs	No	A	No	
	With accelerator	NO	^	NO NO	
	Entry	Rocking back less than 45°	Α	Rocking back less than 45°	
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	
	Cascade occurs	No	Α	No	
. Exiting de	eep stall (parachutal stall)				
	Deep stall achieved	Yes	Α	Yes	
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	
	Dive forward angle on exit	Dive forward 0°to 30°	Α	Dive forward 0°to 30°	
	Change of course	Changing course less than 45°	Α	Changing course less than 45°	
	Cascade occurs	No	Α	No	
2. High angl	e of attach recovery				
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	
. D	Cascade occurs	No	Α	No	
s. Recovery	from a developed full stall	Dive ferward 20°te 60°	ь	Dive ferward 0%to 20%	
	Dive forward angle on exit	Dive forward 30°to 60°	В	Dive forward 0°to 30°	
	Collapse	No collapse	Α	No collapse	
	Cascade occurs (other than collapse) Rocking back	No Less than 45°	A A	No Less than 45°	
	Line tension	Most line tight	A	Most line tight	
. Asymmet	ric collapse	WOSE HITE HIGHT	А	WOSE HITE UGHE	
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-infation	Less than 90°, Dive or roll angle 15° to 45°	Α	Less than 90°, Dive or roll angle 0° to 15°	
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	
	Total change of course	Less than 360°	A	Less than 360°	
	Collapse on the opposite side occurs	No	Α	No	
	Twist occurs	No	Α	No	
	Cascade occurs	No	Α	No	
	With 75% collapse-Maximum dive forward or roll angle				
	Change of course until re-infation	90° to 180°, Dive or roll angle 15° to 45°	В	Less than 90°, Dive or roll angle 15° to 45°	
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	
	Total change of course	Less than 360°	Α	Less than 360°	
	Collapse on the opposite side occurs	No	Α	No	
	Twist occurs	No	Α	No	
	Cascade occurs	No	Α	No	
	With 50% collapse and accelerator-Maximum dive forwar	rd or roll angle			
	Change of course until re-infation	Less than 90°, Dive or roll angle 15° to 45°	Α	Less than 90°, Dive or roll angle 15° to 45°	
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation Less than 360°	

	Collapse on the opposite side occurs	No	Α	No	Α
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	Α	No	Α
	With 75% collapse and accelerator-Maximum dive forwa				
	Change of course until re-infation	90° to 180°, Dive or roll angle 15° to 45°	В	90° to 180°, Dive or roll angle 15° to 45°	В
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
	Total change of course	Less than 360°	Α	Less than 360°	Α
	Collapse on the opposite side occurs	No	Α	No	Α
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	Α	No	Α
15. Direction	al control with a maintained asymmetric collapse				
	Able to keep course	Yes	Α	Yes	Α
	180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
	Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim spec	ed spin tendency			·	
·	Spin occurs	No	Α	No	Α
17. Low spee	ed spin tendency				
	Spin occurs	No	Α	No	Α
18. Recovery	r from a developed spin				
	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 sta		110	,,		- '
15. D-IIIC Sta	Change of course before release	Change of course less than 45°	Α	Change of course less than 45°	Α
	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
	· · · · · · · · · · · · · · · · · · ·	No		No	
20 Bin 2212	Cascade occurs	INO	Α	NO .	Α
20. Big ears		0		0	
	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears i	in accelerated flight				
	Entry procedure	Standard technique	Α		Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Behaviour immediately after releasing the accelerator				
	while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviou	ır exiting a steep spiral				
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
	Sink rate when evaluating spiral stability [m/s]	14 m/s		15 m/s	
23. Alternativ	ve means of directional control				
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	Α
24. Any othe	r flight procedure and/or configuration described in the				
, 5	Procedure works as described	not available	0	not available	0
	Procedure suitable for novice pilots	not available	0		0
	Cascade occurs	not available	0		0
Comments o			J		U
Comments 0	Comments		0		0
			_		J



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E-Mail info@airturquoise.ch & www.airturquoise.ch

LOAD TESTS REPORT

Date of the tests:

February 4th, 2006

Glider:

SKY PARAGLIDERS

Type:

ATIS 2 L

Pilot weight:

 \Rightarrow 160 kg

SHOCKS TESTS DHV 750 daN

Carried out:

Yes

Broken?

No

LOAD TEST

Carried out:

Yes

Broken?

No



Villeneuve, February 4th, 2006

AIR TURQUOISE,

DRQUOISE a de la Poterlaz 6 Case postale 10 1844 Villeneuve

Alain Zoller





wwww.sky-cz.com info@sky-cz.com

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

Date of issue (D.M.Y):

11.10.2006

PG 008.2006

SKY PARAGLIDERS a.s. MANUFACTURER:

ATIS 2 XL MODEL:

Configuration during flight tests

Paraglider

Maximum total weight in flight: 130 kg

Minimum total weight in flight: 105 kg

5.7 kg Weight of the paraglider:

Number of risers:

Projected area: m² 25.80

Harness used for flight tests

Type: **ABS**

Brand name: Sky Paragliders

Axel XL Model:

Seat to lowest part of risers distance: 45 cm

Distance between top of connectors centerlines:

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

Accessories

Range of the speed system: 15 cm Range of trimmers: No cm

Speed range using brakes: 14 km/h Total speed range with accessories:

25 km/h

Inspections (whichever happens earlier):

12 months or 100 flights

Date of manufacturing:

Warning! before use refer to user 's manual.

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

Conformity tests according to EN 926-2:2005 & EN 926-1:1999 standards carried out by:



AIR TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland

AIR TURQUOISE Tel

Fax

email

Manufacturer Sky Paragliders Okružní 39, P.O.Box 61 Address

73911 Frýdlant nad Ostravicí Czech Republic

Representive Alexandre Paux Type of glider Atis 2 XL

Certification number Date of flight test Place of test



PG 008.2006

14.06.2006

Villeneuve

Classification B

Test Pilot Claude Thurnheer Alain Zoller SOL - Slider L Harness Gin Genie 3 Total weight in flight 105 kg 130 kg

		Min weight	ı	Max weight	
1. Inflation/Ta	ke-off				
	Rising behaviour	, ,		Smooth, easy and constant rising No	A
2. Landing	Special take off technique required	No A	A	INO	Α
	Special landing technique required	No A	Α	No	Α
3. Speed in st					
	Trim speed more than 30 km/h			Yes	A
	Speed range using the controls larger than 10 km/h Minimum speed			Yes 25 km/h to 30 km/h	A B
4. Control mo	·	Less than 25 km/m	A	25 KII/II to 30 KII/II	
	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	not available	0	not available	(
	Max. weight in flight 80 kg to 100 kg				
	Symmetric control pressure/travel	not available	0	not available	(
	Max. weight in flight greater than 100 kg Symmetric control pressure/travel	Increasing, Greater than 65 cm	Α	Increasing, Greater than 65 cm	Α
5. Pitch stabil	lity exiting accelerated flight	morodoning, crodior than 60 on	, ,	moreasing, creater than 60 on	
	Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
	Collapse occurs	No A	Α	No	Α
6. Pitch stabil	lity operating controls during accelerated flight				
7 Poll stabili	Collapse occurs	No A	Α	No	Α
IVOII SLADIIIL	ty and damping Oscillations	Reducing	Α	Reducing	Α
8. Stability in	gentle spirals	,			
Ť	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour	in a steeply banked turn				
40. 0	Sink rate after two turns	12 m/s to 14 m/s	Α	More than 14 m/s	В
10. Symmetric	c front collapse	Dealing heat less than 45°	,	Dealing healt loss than 45°	Α
	Entry Recovery			Rocking back less than 45° Spontaneous in less than 3 s	A
	Dive forward angle on exit	•		Dive foward 0°to 30°, Keeping course	A
	Cascade occurs			No	Α
	With accelerator				
	Entry			Rocking back less than 45°	Α
	Recovery	· · ·		Spontaneous in less than 3 s	A A
	Dive forward angle on exit Cascade occurs	, , , , , , , , , , , , , , , , , , ,		Dive foward 0°to 30°, Keeping course No	A
11. Exiting de	eep stall (parachutal stall)	,	_	140	
J	Deep stall achieved	Yes	Α	Yes	Α
	Recovery	·		Spontaneous in less than 3 s	Α
	Dive forward angle on exit			Dive forward 0°to 30°	Α
	Change of course Cascade occurs	0 0		Changing course less than 45° No	A A
12 High angle	e of attack recovery	NO /	A	NO	А
rz. riigii aligi	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Cascade occurs	•		No	Α
13. Recovery	from a developed full stall				
	Dive forward angle on exit			Dive forward 30°to 60°	В
	Collapse Cascade occurs (other than collapse)	•		No collapse No	A A
	Rocking back			Less than 45°	A
	Line tension			Most line tight	A
14. Asymmetr					
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-infation	,		Less than 90°, Dive or roll angle 0° to 15°	A
	Re-inflation behaviour	· ·		Spontaneous re-inflation Less than 360°	A A
	Total change of course Collapse on the opposite side occurs			No	A
	Conapos on the opposite dide decard			No	
	Twist occurs			INU	Α
	Twist occurs Cascade occurs	No A	Α	No No	A A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle	No A	A A	No	Α
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation	No No A Less than 90°, Dive or roll angle 15° to 45°	A A A	No 90° to 180°, Dive or roll angle 15° to 45°	A B
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour	No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation	A A A	No 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation	A B A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course	No No A A A A A A A A A A A A A A A A A	A A A A	No 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°	B A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course Collapse on the opposite side occurs	No No // No // Less than 90°, Dive or roll angle 15° to 45° // Spontaneous re-inflation // Less than 360° // No //	A A A A A	No 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	B A A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course	No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No	A A A A A	No 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°	E A A A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs	No No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No Inflation Inflati	A A A A A	No 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No	E A A A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or Change of course until re-infation	No No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No Indiangle Less than 90°, Dive or roll angle 15° to 45° Indiangle Less than 90°, Dive or roll angle 15° to 45° Indiangle	A A A A A A A	No 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No Less than 90°, Dive or roll angle 15° to 45°	E A A A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or Change of course until re-infation Re-inflation behaviour	No No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No Less than 360° A No No Spontaneous re-inflation Less than 360° A No	A A A A A A A A A	No 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation	A A A A A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or Change of course until re-infation Re-inflation behaviour Total change of course	No No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No Foll angle Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° Less than 360°	A A A A A A A A A A A A A A A A A A A	No 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°	A A A A A
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle Change of course until re-infation Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs With 50% collapse and accelerator-Maximum dive forward or Change of course until re-infation Re-inflation behaviour	No No No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No Foll angle Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	A A A A A A A A A A A A A A A A A A A	No 90° to 180°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation	

	With 75% colleges and applerator Maying up dive forward a	r roll angle			
	With 75% collapse and accelerator-Maximum dive forward on Change of course until re-infation	Less than 90°, Dive or roll angle 15° to 45°	Α	90° to 180°, Dive or roll angle 15° to 45°	В
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	Total change of course	Less than 360°	Α	Less than 360°	Α
	Collapse on the opposite side occurs	No	Α	No	A
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	A	No	A
15. Direction	nal control with a maintained asymmetric collapse		• • •		
	Able to keep course	Yes	Α	Yes	Α
	180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
	Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim spe	eed spin tendency	,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	Spin occurs	No	Α	No	Α
17. Low spe	eed spin tendency				
	Spin occurs	No	Α	No	Α
18. Recover	ry from a developed spin				
	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
	Cascade occurs	No	Α	No	Α
19. B-line st	tall				
	Change of course before release	Change of course less than 45°	Α	Change of course less than 45°	Α
	Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Cascade occurs	No	Α	No	Α
20. Big ears	3				
	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears	s in accelerated flight				
	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Behaviour immediately after releasing the accelerator while				
	maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behavio	our exiting a steep spiral				
	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°,spontaneous recovery	Α
	Sink rate when evaluating spiral stability [m/s]	14 m/s		17 m/s	
23. Alternat	tive means of directional control				
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	Α
24. Any other	er flight procedure and/or configuration described in the us				
	Procedure works as described	not available	0	11010110110110	0
	Procedure suitable for novice pilots	not available	0	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0
	Cascade occurs	not available	0	not available	0
Comments	•				
	Comments	no		No	



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LOAD TEST REPORT EN 926-1:1995

The model describe hereafter is in conformity with the load and shock tests carried out by:

Air Turquoise, official test laboratory of Switzerland

Manufacturer: Sky Paragliders

Model: Atis 2

Type: XL

Maximum weight in flight: 167 kg

SHOCK TEST

750 daN

The model had no appearances damage to question whether it's airworthiness.

MECHANICAL RESISTANCE TEST

The model had been tested to 8G of it's total weight in flight during 5 sec.



Villeneuve, June 7th, 2006 **Air Turquoise**,

Alain Zoller / Randi Eriksen