

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

# **Certificate EN**

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



Certification number	.PG_0818.2013
Manufacturer	Sky Paragliders a.s.
Glider model	Argos S-M
Category	.C
Maximum weight in flight (kg).	.80 kg
Minimum weight in flight (kg)	.65 kg
Glider's weight (kg)	.4.3 kg

Flight tests	19. 11. 2013
Serial number	1359-11-0644

Villeneuve, 16. 12. 2013 Zoller Alain



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

#### AIR TURQUOISE SA certified by



# Class:

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

Date of issue (DMY):

# Manufacturer: Sky Paragliders a.s.

**Argos S-M** 

Model:

Serial number:

### Configuration during flight tests

#### Paraglider

•	
Maximum weight in flight (kg)	80
Minimum weight in flight (kg)	65
Glider's weight (kg)	4.3
Number of risers	4
Projected area (m2)	20.72
Harness used for testing (max weight)	

Harness type	ABS
Harness brand	Sup'Air
Harness model	Altiplume S
Harness to risers distance (cm)	49
Distance between risers (cm)	46

#### Accessories

Range of speed system (cm)	17
Speed range using brakes (km/h)	15
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	32

**Inspections** (whichever happens first) every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the glider for testing: **None** 



# PG\_0818.2013 16. 12. 2013



Sky Paragliders a.s.

Okružní 39

PG\_0818.2013

19. 11. 2013

#### AIR TURQUOISE SA certified by



# Flight test report: EN

Manufacturer

Address

Address	73911 Frýdlant nad Ostravic Czech Republic	í		13. 11. 2013	
Representative	None	Place of test		Villeneuve	
Glider model	Argos S-M	Classification		С	
Trimmer	no				
	•	Dupont Philippe		Thurnheer Claude	
	Harness	Sup'Air - Altiplume S		Sup'Air - Altiplume S	
	Total weight in flight (kg)	65		80	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique r	equired	No	А	No	А
2. Landing		Α			
Special landing technique r	equired	No	А	No	А
3. Speed in straight flight		Α			
Trim speed more than 30 ki		Yes	A	Yes	A
Speed range using the cont	rols larger than 10 km/h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	A
4. Control movement		Α			
Max. weight in flight up to 8					
Symmetric control pressure		Increasing / greater than 55 cm	A	not available	0
Max. weight in flight 80 kg t					
Symmetric control pressure		not available	0	Increasing / greater than 60 cm	A
Max. weight in flight greater			~		•
Symmetric control pressure		not available	0	not available	0
5. Pitch stability exiting a	ccelerated flight	A Dive ferrierd less than 20°	•	Dive ferward less there 20°	•
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	a control oduring coorderated	No A	A	No	A
flight	g controls during accelerated	A			
Collapse occurs		No	А	No	А
7. Roll stability and damp	ing	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spira	ls	Α			
Tendency to return to straig	ht flight	Spontaneous exit	А	Spontaneous exit	Α
9. Behaviour in a steeply	banked turn	В			
Sink rate after two turns		12 m/s to 14 m/s	А	More than 14 m/s	В
10. Symmetric front colla	ose	Α			
Entry		Rocking back less than $45^{\circ}$	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
With accelerator					
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Deserver		On antenna sur in lass than 0 -	^	Consideration in Jacobian 0 -	^

Spontaneous in less than 3 s

Certification number

Date of flight test

Recovery

Flight test report: PG\_0818.2013 / page 1 of 3

А

A Spontaneous in less than 3 s

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
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 $45^{\circ}$	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	С			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to $15^\circ$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	$90^\circ$ to $180^\circ$ / Dive or roll angle $15^\circ$ to $45^\circ$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	Less than 90° / Dive or roll angle $15^{\circ}$ to $45^{\circ}$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	$90^\circ$ to $180^\circ$ / Dive or roll angle $45^\circ$ to $60^\circ$	С
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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
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

Spin occurs No A No	А
17. Low speed spin tendency A	
Spin occurs No A No	А
18. Recovery from a developed spin A	
Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90°	А
Cascade occurs No A No	А
19. B-line stall A	
Change of course before release Changing course less than 45° A Changing course less than 45°	А
Behaviour before release       Remains stable with straight       A       Remains stable with straight span span	А
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s	А
Dive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°	А
Cascade occurs No A No	А
20. Big ears A	
Entry procedure Standard technique A Standard technique	А
Behaviour during big ears   Stable flight   A   Stable flight	А
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s	А
Dive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°	Α
21. Big ears in accelerated flight A	
Entry procedure Standard technique A Standard technique	А
Behaviour during big ears   Stable flight   A   Stable flight	А
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s	А
Dive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while Stable flight A Stable flight maintaining big ears	A
22. Behaviour exiting a steep spiral A	
Tendency to return to straight flight Spontaneous exit A Spontaneous exit	Α
Turn angle to recover normal flight     Less than 720°, spontaneous recovery     A     Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s] 16 17	
23. Alternative means of directional control A	
180° turn achievable in 20 s Yes A Yes	А
Stall or spin occurs No A No	А
24. Any other flight procedure and/or configuration 0 described in the user's manual	
Procedure works as described not available 0 not available	0
Procedure suitable for novice pilots not available 0 not available	0
Cascade occurs not available 0 not available	0
25. Comments of test pilot	
Comments	



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

# **Certificate EN**

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



Certification number	.PG_0819.2013
Manufacturer	Sky Paragliders a.s.
Glider model	Argos M
Category	. C
Maximum weight in flight (kg)	. 90 kg
Minimum weight in flight (kg)	. 75 kg
Glider's weight (kg)	.4.4 kg

Flight tests	18. 11. 2013
Serial number	1361-11-0008

Villeneuve, 16. 12. 2013
AU
Zoller Alain



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

#### AIR TURQUOISE SA certified by



# Class: C

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

Date of issue (DMY):

# Manufacturer: Sky Paragliders a.s.

Model:

Serial number:

## Configuration during flight tests

Argos M

#### Paraglider

ralagiluei	
Maximum weight in flight (kg)	90
Minimum weight in flight (kg)	75
Glider's weight (kg)	4.4
Number of risers	4
Projected area (m2)	21.45
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Niviuk
Harness model	Hamak M

#### Harness to risers distance (cm) Distance between risers (cm)

#### Accessories

Range of speed system (cm)	17
Speed range using brakes (km/h)	15
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	31

**Inspections** (whichever happens first) every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the glider for testing: **None** 

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	Α	Α	С	A	Α	Α	A	В	C	Α	Α	В	С	Α	Α	Α	Α	Α	Α	Α	Α	Α	0

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# PG\_0819.2013 16. 12. 2013



Sky Paragliders a.s.

PG\_0819.2013

#### AIR TURQUOISE SA certified by



# Flight test report: EN

Manufacturer

Manulacturei	oky i alagiluers a.s.	Certification number		10_0013.2013	
Address	Okružní 39 73911 Frýdlant nad Ostravic Czech Republic	Date of flight test í		18. 11. 2013	
Representative	None	Place of test		Villeneuve	
Glider model	Argos M	Classification		С	
Trimmer	no			-	
	no				
	Test pilot	Dupont Philippe		Thurnheer Claude	
	Harness	Sup'Air - Altiplume S		Niviuk - Hamak M	
	Total weight in flight (kg)	75		90	
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		А			
Special landing technique	required	No	А	No	А
3. Speed in straight flight	t	Α			
Trim speed more than 30 k	۲m/h	Yes	А	Yes	А
Speed range using the cor	ntrols 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		С			
Max. weight in flight up to	80 kg				
Symmetric control pressur	e / travel	Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80 kg					
Symmetric control pressur		not available	0	Increasing / 45 cm to 60 cm	С
Max. weight in flight greate					
Symmetric control pressur		not available	0	not available	0
5. Pitch stability exiting a		A Divertised large them 20%		Directory and have there are	•
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	ig controls during accelerated	No A	А	No	A
flight	ig controls during accelerated	~			
Collapse occurs		No	А	No	А
7. Roll stability and dam	ping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spira	als	Α			
Tendency to return to strai	ght flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply	banked turn	В			
Sink rate after two turns		More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front colla	apse	С			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	A
Recovery		Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	/ Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	A	No	A
With accelerator					6
Entry		Rocking back less than 45°	A	Rocking back greater than 45°	C
Recovery		Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	A

Certification number

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
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 30° to 60°	В	Dive forward 30° to 60°	В
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	С			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15° $$	A	Less than 90° / Dive or roll angle 0° to 15° $$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	180° to 360° / Dive or roll angle 15° to 45°	С	$180^\circ$ to $360^\circ$ / Dive or roll angle $15^\circ$ to $45^\circ$	С
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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	$90^\circ$ to $180^\circ$ / Dive or roll angle $15^\circ$ to $45^\circ$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle $60^{\circ}$ to $90^{\circ}$	С	90° to 180° / Dive or roll angle 60° to 90°	С
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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	Α						
Spin occurs	No	А	No	А			
17. Low speed spin tendency	Α						
Spin occurs	No	А	No	А			
18. Recovery from a developed spin	А						
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	A	Remains stable with straight span				
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° No				
Cascade occurs	No	А					
20. Big ears	А						
Entry procedure	Standard technique	Α	Dedicated controls				
Behaviour during big ears	Stable flight	Α	Stable flight	А			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А			
21. Big ears in accelerated flight	Α						
Entry procedure	Standard technique	Α	Dedicated controls	А			
Behaviour during big ears	Stable flight	Α	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°	Α	Dive forward 0° to 30°	А			
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A			
22. Behaviour exiting a steep spiral	А						
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	А			
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A			
Sink rate when evaluating spiral stability [m/s]	25		25				
23. Alternative means of directional control	А						
180° turn achievable in 20 s	Yes	Α	Yes	А			
Stall or spin occurs	No	Α	No	А			
24. Any other flight procedure and/or configuration described in the user's manual	0						
Procedure works as described	not available	0	not available	0			
Procedure suitable for novice pilots	not available	0	not available	0			
Cascade occurs	not available	0	not available	0			
25. Comments of test pilot							
Comments							



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

# **Certificate EN**

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



Certification number	
Manufacturer	Sky Paragliders a.s.
Glider model	Argos M-L
Category	-
Maximum weight in flight (kg).	
Minimum weight in flight (kg)	85 kg
Glider's weight (kg)	

Flight tests	19. 11. 2013
Serial number	





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

#### AIR TURQUOISE SA certified by



# Class: C

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

Date of issue (DMY):

# Manufacturer: Sky Paragliders a.s.

Argos M-L

Model:

Serial number:

## Configuration during flight tests

#### Paraglider

i alagilael					
Maximum weight in flight (kg)	100				
Minimum weight in flight (kg)	85				
Glider's weight (kg)	4.5				
Number of risers	4				
Projected area (m2)	22.2				
Harness used for testing (max weight)					
Harness type	ABS				
Harness brand	Sup'Air				
Harness model	Altiplume				

Harness to risers distance (cm)

Distance between risers (cm)

#### Accessories

Range of speed system (cm)	17
Speed range using brakes (km/h)	15
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	32

**Inspections** (whichever happens first) every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the glider for testing: **None** 

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Α	A	Α	Α	A	Α	A	Α	В	Α	Α	A	Α	C	Α	Α	Α	Α	Α	A	Α	Α	Α	0

М

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# PG\_0846.2013 16. 12. 2013



Sky Paragliders a.s.

PG\_0846.2013

#### AIR TURQUOISE SA certified by



## Flight test report: EN

Manufacturer

Entry

Entry

Recovery

Recovery

Cascade occurs

With accelerator

Dive forward angle on exit / Change of course

Manalaotarei	oky i ulughucio u.o.			1 0_0040.2010	
Address	Okružní 39 73911 Frýdlant nad Ostravici Czech Republic	Date of flight test		19. 11. 2013	
Representative	None	Place of test		Villeneuve	
Glider model	Argos M-L	Classification		С	
Trimmer	no				
	•	Thurnheer Claude		Zoller Alain	
	Harness	Sky Paragliders - Skywish		Sup'Air - Altiplume M	
	Total weight in flight (kg)	85		100	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique r	equired	No	А	No	А
2. Landing		Α			
Special landing technique r	equired	No	А	No	А
3. Speed in straight flight		Α			
Trim speed more than 30 ki	m/h	Yes	А	Yes	А
Speed range using the cont	trols 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 8					
Symmetric control pressure		not available	0	not available	0
Max. weight in flight 80 kg t					
Symmetric control pressure		Increasing / greater than 60 cm	А	Increasing / greater than 60 cm	А
Max. weight in flight greater					
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	n controls during cocclorated	No	A	No	А
flight	g controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and damp	ing	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spira	ls	Α			
Tendency to return to straig	Iht flight	Spontaneous exit	Α	Spontaneous exit	А
9. Behaviour in a steeply	banked turn	В			
Sink rate after two turns		More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front colla	ose	Α			

Rocking back less than 45°

Rocking back less than 45°

Spontaneous in less than 3 s

course

No

Spontaneous in less than 3 s

Dive forward 0° to 30° / Keeping

Certification number

А

А

А

А

А

А

Rocking back less than 45°

Rocking back less than 45°

Spontaneous in less than 3 s

Spontaneous in less than 3 s

Dive forward 0° to 30° / Keeping

А

А

А

A No

А

А

course

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
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 $45^{\circ}$	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	С			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15° $$	A	Less than 90° / Dive or roll angle 0° to 15° $$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle $15^{\circ}$ to $45^{\circ}$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 45° to 60°	С	$90^\circ$ to $180^\circ$ / Dive or roll angle $45^\circ$ to $60^\circ$	С
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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90 $^\circ$	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	A	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	Standard technique	А	Standard technique	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	А			
Entry procedure	Standard technique	А	Standard technique	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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	19		17	
23. Alternative means of directional control	А			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				



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

# **Certificate EN**

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



Certification number	.PG_0820.2013
Manufacturer	Sky Paragliders a.s.
Glider model	Argos L
Category	.C
Maximum weight in flight (kg).	
Minimum weight in flight (kg)	.95 kg
Glider's weight (kg)	.4.65 kg

Flight tests	. 18. 11. 2013
Serial number	. 1361-11-0007

Villeneuve, 16. 12. 2013 Zoller Alain



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#### AIR TURQUOISE SA certified by



# Class: C

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

Date of issue (DMY):

# Manufacturer: Sky Paragliders a.s.

Model:

Serial number:

### Configuration during flight tests

Argos L

#### Paraglider

0	
Maximum weight in flight (kg)	110
Minimum weight in flight (kg)	95
Glider's weight (kg)	4.65
Number of risers	4
Projected area (m2)	22.97
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Sup'Air
Harness model	Access M
Harness to risers distance (cm)	49
Distance between risers (cm)	46

#### Accessories

Range of speed system (cm)	17
Speed range using brakes (km/h)	15
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	31

**Inspections** (whichever happens first) every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the glider for testing: **None** 

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	Α	Α	A	A	A	Α	Α	В	Α	Α	Α	Α	С	Α	Α	Α	Α	Α	Α	Α	Α	Α	0

# PG\_0820.2013 16. 12. 2013



Sky Paragliders a.s.

PG\_0820.2013

#### AIR TURQUOISE SA certified by



# Flight test report: EN

Manufacturer

Manulaclurei	Sky Falagiluers a.s.	Certification number		FG_0020.2013	
Address	Okružní 39 73911 Frýdlant nad Ostravici Czech Republic	Date of flight test		18. 11. 2013	
Representative	None	Place of test		Villeneuve	
Glider model	Argos L	Classification		C	
Trimmer	no			0	
	10				
	Test pilot	Thurnheer Claude		Berruex Gilles	
	Harness	Niviuk - Hamak M		Sup'Air - Access M	
	Total weight in flight (kg)	90		110	
1. Inflation/Take-off		A			
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		А			
Special landing technique	required	No	А	No	А
3. Speed in straight flight	1	А			
Trim speed more than 30 k	ːm/h	Yes	А	Yes	А
Speed range using the cor	trols 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 a	30 kg				
Symmetric control pressure	e / travel	not available	0	not available	0
Max. weight in flight 80 kg	to 100 kg				
Symmetric control pressure	e / travel	Increasing / greater than 60 cm	А	not available	0
Max. weight in flight greate	r than 100 kg				
Symmetric control pressure	e / travel	not available	0	Increasing / greater than 65 cm	А
5. Pitch stability exiting a	ccelerated flight	Α			
Dive forward angle on exit		Dive forward less than 30°	Dive forward less than 30°	А	
Collapse occurs		No	А	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		Α			
Tendency to return to straig		Spontaneous exit	Α	Spontaneous exit	A
9. Behaviour in a steeply	banked turn	В	_		_
Sink rate after two turns		More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front colla	pse	Α			
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A	
Dive forward angle on exit	/ Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	A	No	A
With accelerator					c.
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A

Certification number

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
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 $45^{\circ}$	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	С			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15° $$	A	Less than 90° / Dive or roll angle 0° to 15° $$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	$90^\circ$ to $180^\circ$ / Dive or roll angle $15^\circ$ to $45^\circ$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle $15^{\circ}$ to $45^{\circ}$	A	Less than 90° / Dive or roll angle $15^{\circ}$ to $45^{\circ}$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	$180^\circ$ to $360^\circ$ / Dive or roll angle $45^\circ$ to $60^\circ$	С
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	А	Yes, no turn reversal	С
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	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	Standard technique	А	Standard technique	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	А			
Entry procedure	Standard technique	А	Standard technique	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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	17		21	
23. Alternative means of directional control	А			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				



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

# **Certificate EN**

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



Certification number	.PG_0821.2013
Manufacturer	Sky Paragliders a.s.
Glider model	Argos L-XL
Category	.C
Maximum weight in flight (kg)	.120 kg
Minimum weight in flight (kg)	.105 kg
Glider's weight (kg)	. <b>4.8 kg</b>

Flight tests	18. 11. 2013
Serial number	
Load test	16. 04. 2011
Serial number	. 2011-04-11-0309

Villeneuve, 16. 12. 2013
AU
$\langle \rangle$
Zoller Alain



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

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

### AIR TURQUOISE SA certified by



(]

Date of issue (DMY):



# PG\_0821.2013 16. 12. 2013

Model:

Class:

Serial number:

### Configuration during flight tests

Manufacturer: Sky Paragliders a.s. Argos L-XL

### Paraglider

Maximum weight in flight (kg)	120
Minimum weight in flight (kg)	105
Glider's weight (kg)	4.8
Number of risers	4
Projected area (m2)	23.78
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Gin Gliders
Harness model	Gingo 2 L
Harness to risers distance (cm)	49
Distance between risers (cm)	46

#### Accessories

Range of speed system (cm)	17
Speed range using brakes (km/h)	15
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	32

Inspections (whichever happens first) every 24 months or every 100 flying hours Gliders Warning! Before use refer to user's manual Person or company having presented the glider for testing: None

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
A	Α	Α	Α	Α	Α	Α	Α	В	Α	Α	Α	Α	C	Α	A	Α	Α	Α	Α	Α	Α	Α	0

Sky Paragliders a.s.

Okružní 39

PG\_0821.2013

18.11.2013

#### AIR TURQUOISE SA certified by



# Flight test report: EN

Manufacturer

Address

Address	73911 Frýdlant nad Ostravic Czech Republic	í		10. 11. 2010	
Representative	None	Place of test		Villeneuve	
Glider model	Argos L-XL	Classification		С	
Trimmer	no				
	Test pilot	Thurnheer Claude		Zoller Alain	
	Harness	Niviuk - Hamak M		Gin Gliders - Gingo 2 L	
	Total weight in flight (kg)	105		120	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique r	equired	No	А	No	А
2. Landing		Α			
Special landing technique r	equired	No	А	No	А
3. Speed in straight flight		Α			
Trim speed more than 30 ki	m/h	Yes	А	Yes	А
Speed range using the cont	trols 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 8					
Symmetric control pressure	not available	0	not available	0	
Max. weight in flight 80 kg t					
Symmetric control pressure		not available	0	not available	0
Max. weight in flight greater					
Symmetric control pressure		Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
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
6. Pitch stability operating	g controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and damp	ing	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spira	ls	Α			
Tendency to return to straig	ht flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply	banked turn	В			
Sink rate after two turns		More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front colla	ose	Α			
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	Α
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	Α	No	А
With accelerator					
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
D		Constant and the last them C -	^	Constant and the last them C -	^

Spontaneous in less than 3 s

А

Certification number

Date of flight test

А

Spontaneous in less than 3 s

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
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 $45^{\circ}$	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	c		-	
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15° $$	A	Less than 90° / Dive or roll angle 0° to 15° $$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	$90^\circ$ to $180^\circ$ / Dive or roll angle $15^\circ$ to $45^\circ$	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	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle $15^{\circ}$ to $45^{\circ}$	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	А	No	А
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle $45^{\circ}$ to $60^{\circ}$	С	Less than 90° / Dive or roll angle $45^{\circ}$ to $60^{\circ}$	С
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	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric	A	7.		73
collapse				
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 $^\circ$	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	A	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	Standard technique	А	Standard technique	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	А			
Entry procedure	Standard technique	А	Standard technique	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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	17		22	
23. Alternative means of directional control	А			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				