



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

Certificate

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_0158.2008**
Manufacturer **Sky Paragliders a.s.**
Glider model **Metis 2**
Category **B**
Maximum weight in flight (kg) **220 kg**
Minimum weight in flight (kg) **120 kg**
Glider's weight (kg) **7.7 kg**

Date of flight test

Flight tests **10. 06. 2008**
Serial number **2008_01_11_0100**

Best Regards,


Alain Zoller


Randi Eriksen



Class: **B**

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

PG_0158.2008

Date of issue (DMY):

09. 07. 2008

Manufacturer: **Sky Paragliders a.s.**

Model: **Metis 2**

Serial number:

Configuration during flight tests

Paraglider

Maximum weight in flight (kg)	220
Minimum weight in flight (kg)	120
Glider's weight (kg)	7.7
Number of risers	4
Projected area (m2)	34.98

Accessories

Range of speed system (cm)	0
Speed range using brakes (km/h)	13
Range of trimmers (cm)	4.5
Total speed range with accessories (km/h)	19

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Advance
Harness model	Bi Pro 2

Inspections (whichever happens first)

Yearly or every 100 flights
Warning! Before use refer to user's manual
Person or company having presented the glider for testing: **Paux Alexandre**

Harness to risers distance (cm) **50**

Distance between risers (cm) **55**

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 A B A 0 0 A A B A A A B B A A A A B 0 A A 0

Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	A	not available	0
Cascade occurs	No	A	not available	0
13. Recovery from a developed full stall	A			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	B			
<i>With 50% collapse</i>				
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°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 75% collapse</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 50% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
<i>With 75% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
15. Directional control with a maintained asymmetric collapse	A			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency	A			
Spin occurs	No	A	No	A

17. Low speed spin tendency	A			
Spin occurs	No	A	No	A
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°	A
Cascade occurs	No	A	No	A
19. B-line stall	A			
Change of course before release	Changing course less than 45°	A	not available	0
Behaviour before release	Remains stable with straight span	A	not available	0
Recovery	Spontaneous in less than 3 s	A	not available	0
Dive forward angle on exit	Dive forward 0° to 30°	A	not available	0
Cascade occurs	No	A	not available	0
20. Big ears	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	B	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	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	not available	0
22. Behaviour exiting a steep spiral	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]	20		22	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual	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				



Flight test report



Manufacturer	Sky Paragliders a.s.	Certification number	PG_0158.2008
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Date of flight test	10. 06. 2008
Representative	Paux Alexandre	Place of test	Villeneuve
Glider model	Metis 2	Classification	B
Trimmer	yes: opened		

Test pilot Thurnheer Claude Zoller Alain
Harness Advance - Bi-pro Advance - Bi Pro 2

Total weight in flight (kg) 120 220

1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	B			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h	B
4. Control movement	A			
<i>Max. weight in flight up to 80 kg</i>				
Symmetric control pressure / travel	not available	0	not available	0
<i>Max. weight in flight 80 kg to 100 kg</i>				
Symmetric control pressure / travel	not available	0	not available	0
<i>Max. weight in flight greater than 100 kg</i>				
Symmetric control pressure / travel	Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	0			
Dive forward angle on exit	not available	0	not available	0
Collapse occurs	not available	0	not available	0
6. Pitch stability operating controls during accelerated flight	0			
Collapse occurs	not available	0	not available	0
7. Roll stability and damping	A			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn	B			
Sink rate after two turns	More than 14 m/s	B	More than 14 m/s	B
10. Symmetric front collapse	A			
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
<i>With accelerator</i>				
Entry	not available	0	not available	0
Recovery	not available	0	not available	0

Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	A	not available	0
Cascade occurs	No	A	not available	0
13. Recovery from a developed full stall	B			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 30° to 60°	B
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	B			
<i>With 50% collapse</i>				
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°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 75% collapse</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 50% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
<i>With 75% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
15. Directional control with a maintained asymmetric collapse	A			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency	A			
Spin occurs	No	A	No	A

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



Class: **B**

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

PG_0300.2010

Date of issue (DMY):

11. 02. 2010

Manufacturer: **Sky Paragliders a.s.**

Model: **Metis 2/43**

Serial number:

Configuration during flight tests

Paraglider

Maximum weight in flight (kg)	220
Minimum weight in flight (kg)	120
Glider's weight (kg)	8.2
Number of risers	4
Projected area (m2)	36.95

Accessories

Range of speed system (cm)	0
Speed range using brakes (km/h)	13
Range of trimmers (cm)	6.5
Total speed range with accessories (km/h)	17

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Advance
Harness model	Bi Pro 2

Inspections (whichever happens first)

24 months or every 200 flying hours
Warning! Before use refer to user's manual
Person or company having presented the glider for testing: **None**

Harness to risers distance (cm) **54**

Distance between risers (cm) **55**

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 A B A 0 0 A A B A A A B B A A A A B 0 A A 0

Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	B			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 30° to 60°	B
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	B			
<i>With 50% collapse</i>				
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	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 75% collapse</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 50% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
<i>With 75% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
15. Directional control with a maintained asymmetric collapse	A			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	A			
Spin occurs	No	A	No	A
17. Low speed spin tendency	A			
Spin occurs	No	A	No	A
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°	A
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	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
20. Big ears	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	B	Spontaneous in 3 s to 5 s	B
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	not available	0
22. Behaviour exiting a steep spiral	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]	16		23	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual	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				

Flight test report: EN



Manufacturer	Sky Paragliders a.s.	Certification number	PG_0300.2010
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Date of flight test	18. 01. 2010
Representative	None	Place of test	Villeneuve
Glider model	Metis 2/43	Classification	B
Trimmer	yes: opened		

Test pilot	Thurnheer Claude	Zoller Alain
Harness	Advance - Bi-pro 2	Advance - Bi Pro 2
Total weight in flight (kg)	120	220

1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	B			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h	B
4. Control movement	A			
<i>Max. weight in flight up to 80 kg</i>				
Symmetric control pressure / travel	not available	0	not available	0
<i>Max. weight in flight 80 kg to 100 kg</i>				
Symmetric control pressure / travel	not available	0	not available	0
<i>Max. weight in flight greater than 100 kg</i>				
Symmetric control pressure / travel	Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	0			
Dive forward angle on exit	not available	0	not available	0
Collapse occurs	not available	0	not available	0
6. Pitch stability operating controls during accelerated flight	0			
Collapse occurs	not available	0	not available	0
7. Roll stability and damping	A			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a steeply banked turn	B			
Sink rate after two turns	12 m/s to 14 m/s	A	More than 14 m/s	B
10. Symmetric front collapse	A			
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
<i>With accelerator</i>				
Entry	not available	0	not available	0
Recovery	not available	0	not available	0

Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	B			
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 30° to 60°	B
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	B			
<i>With 50% collapse</i>				
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°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 75% collapse</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
<i>With 50% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
<i>With 75% collapse and accelerator</i>				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
15. Directional control with a maintained asymmetric collapse	A			
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	A			
Spin occurs	No	A	No	A
17. Low speed spin tendency	A			
Spin occurs	No	A	No	A
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°	A
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	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Cascade occurs	No	A	No	A
20. Big ears	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	B	Recovery through pilot action in less than a further 3 s	B
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	not available	0
22. Behaviour exiting a steep spiral	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]	16		22	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configuration described in the user's manual	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				



LOAD TEST REPORT EN 926-1:2006

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

Air Turquoise SA, official test laboratory of Switzerland

Manufacturer: **Sky Paragliders**
Model: **Metis 2**
Type: **43**
Maximum weight in flight: **242 kg**

SHOCK TEST
1200 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 3 seconds.

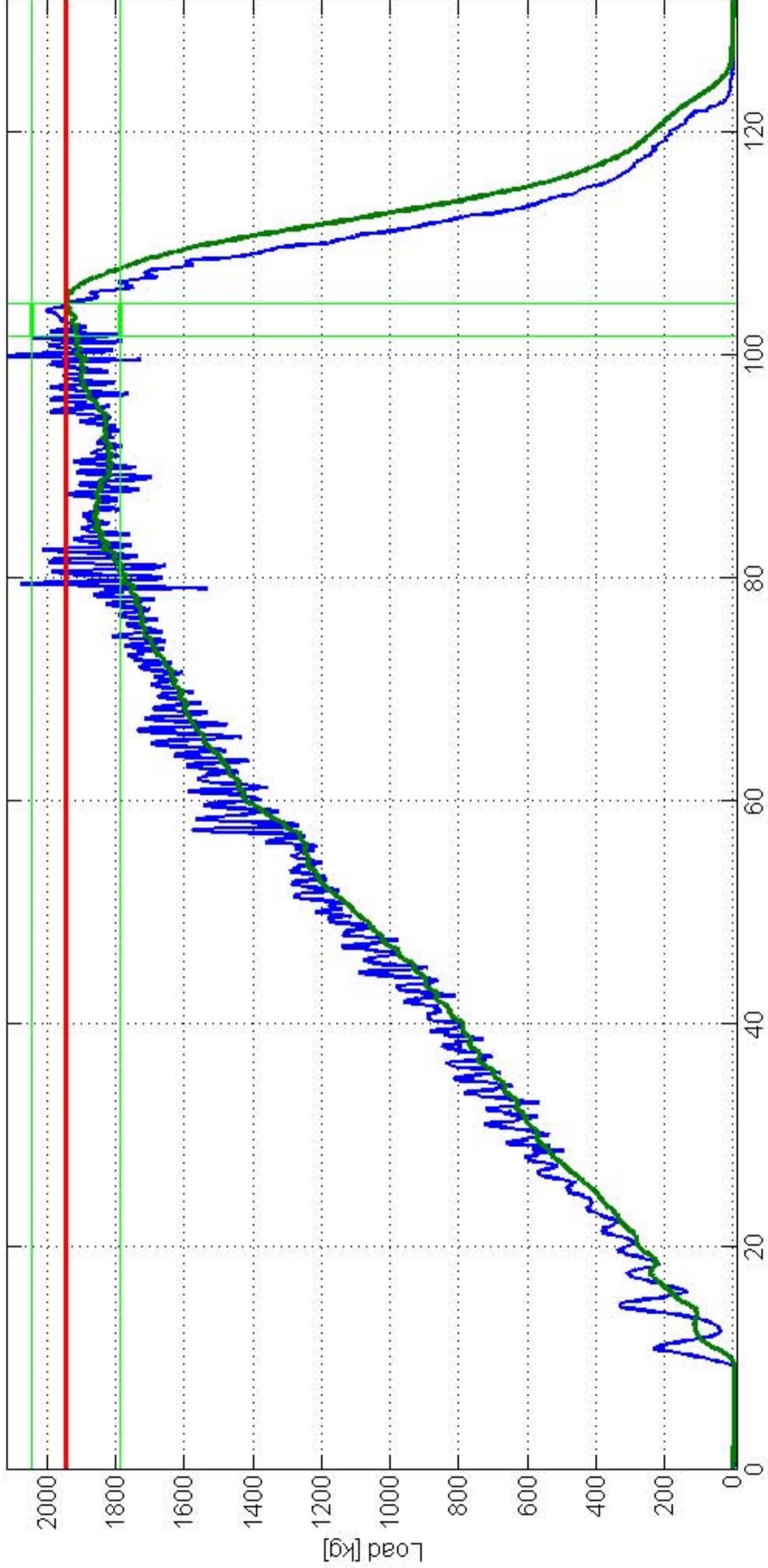
Payerne, September 15, 2006
Air Turquoise,

Alain Zoller



Air Turquoise Homologations LOAD DIAGRAM

Route du Pré-au-Comte 8
CH-1844 Villeneuve
021 965 65 65 / info@airturquoise.ch



Sky Paragliders Metis2-43

TEST PASSED at 1945 kg (3s avg)
15.9.2006 - 17:31
measurement with ShockRecord
(c) 2006 by Jonas Buchli <jonas@buchli.org>