FIDES² EVO







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

Date of issue (D.M.Y):

WWW.sky-cz.com

PG 032.2006 18.01.2007

MANUFACTURER:

MODEL:

SKY PARAGLIDERS

FIDES 2 Evolution XXS

Configuration	<u>n during</u> Harr	<u> flight tests</u> less used for flic	ght tests (maxi weight)
Maximum total weight in flight: 60 kg	Туре		ABS
Minimum total weight in flight: 45 kg	Brar	nd name:	Sky Paragliders
Weight of the paraglider: 4.3 kg	Mod Seat	to lowest part	Axel S
Number of risers: 4	of ris	ers distance: ance between top of lectors centerlines:	47 cm
Projected area: 20.67 m ²		or detailed informatings used for flig	ation regarding harness ght tests, please refer to
Accessories		flight te	sts reports.
Range of the speed 14 cm	Ra	ange of trimmers:	NO cm
Speed range using brakes: 14 km/	h To	tal speed range with cessories:	^h 23 km/h
Inspections (whichever happens earlier) :			
12 months or 100 flights		Serial no:	
Warning ! before use refer to user 's	manual.	Date of manufac	cturing:
Person or compagny having presenter the glider for testing:	d Ale	xandre Paux / (CH-1066 Epalinge
Conformity tests according to EN 926-2:2005 & E	N 926-1:19	995 standards carrie	ed out by:
A I R TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland	AI	R TURQUOISE Tel Tel Fax em	2 00-41 (0) 78 694 65 66 00-41 (0) 21 965 65 66
A XXXXXXX B D D D D D X C D D D D D D D D T 2 3 4 5 6 7 8 9		X X X X X X X 0 0 0 0 0 0 0 0 0 0 0 0 0	

 Manufacturer
 Sky Paragliders

 Address
 Okružní 39

 73911 Frýdlant nad Ostravicí Czech Republic

 Representive
 None

 Type of glider
 Fides 2 Evolution XXS

not available

Trimmer

Certification number Date of flight test Place of test PG 032.2006 20/02/2007 Villeneuve



Classification B

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

		Min weight		Max weight	
1. Inflation/Ta	ake-off	,		<u> </u>	
	Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	A
	Special take off technique required	No	Α	No	A
2. Landing					
0.0	Special landing technique required	No	A	No	A
3. Speed in s	Trim speed more than 30 km/h	Yes	А	Yes	^
	Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
	Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control mo					
	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	Increasing, Greater than 55 cm	Α	Increasing, Greater than 55 cm	A
	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		_		
F Ditch stabi	Symmetric control pressure/travel	not available	0	not available	(
5. Pitch stabi	lity exiting accelerated flight Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	А
	Collapse occurs	No	Ā	No	A
6. Pitch stabi	lity operating controls during accelerated flight	110	~	110	~
	Collapse occurs	No	А	No	А
7. Roll stabili	ty and damping				
	Oscillations	Reducing	Α	Reducing	A
8. Stability in	gentle spirals				
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour	in a steeply banked turn	•• • • • •	-		
10.0	Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetri	ic front collapse Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
	Recovery	Spontaneous in less than 3 s	Ā	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	Ā	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	A	No	A
	With accelerator				
	Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	Α	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	Α	No	A
11. Exiting de	eep stall (parachutal stall)				
	Deep stall achieved	Yes	A	Yes	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive forward 0°to 30°	A	Dive forward 0°to 30°	A
	Change of course Cascade occurs	Changing course less than 45° No	A A	Changing course less than 45° No	A
12 High and	le of attack recovery	NO	~		~
12. High ding	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
	Cascade occurs	No	A	No	A
13. Recovery	from a developed full stall				
	Dive forward angle on exit	Dive forward 0°to 30°	А	Dive forward 0°to 30°	A
	Collapse	No collapse	Α	No collapse	A
	Cascade occurs (other than collapse)	No	А	No	A
	Rocking back	Less than 45°	Α	Less than 45°	A
	Line tension	Most line tight	A	Most line tight	A
14. Asymmet					
	With 50% collapse-Maximum dive forward or roll angle	Loss than 90°. Dive or roll angle 0° to 15°	٨	Loss than 90°. Dive or roll angle 0° to 15°	٨
	Change of course until re-inflation Re-inflation behaviour	Less than 90°, Dive or roll angle 0° to 15° Spontaneous re-inflation	A A	Less than 90°, Dive or roll angle 0° to 15° Spontaneous re-inflation	A A
		Less than 360°	A	Less than 360°	A
	Total change of course Collapse on the opposite side occurs	No	A	No	A
	Twist occurs	No	A	No	A
	Cascade occurs	No	Â		A
	With 75% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	Less than 90°, Dive or roll angle 15° to 45°	A
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	A
	Total change of course	Less than 360°	Α	Less than 360°	A
	Collapse on the opposite side occurs	No	Α	No	A
	Twist occurs	No	А	No	A
	Cascade occurs	No	A	No	A
	With 50% collapse and accelerator-Maximum dive forward				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
	·				
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	Re-inflation behaviour Total change of course Collapse on the opposite side occurs	Spontaneous re-inflation Less than 360° No	A A A	Spontaneous re-inflation Less than 360° No	A A A

	Twist occurs	No		No	Α
	Cascade occurs	No	А	No	А
	With 75% collapse and accelerator-Maximum dive forward o		_		_
	Change of course until re-inflation	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	А	No	А
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	А	More than 50 % of the symmetric control travel	А
16. Trim spe	ed spin tendency				
	Spin occurs	No	А	No	Α
17. Low spee	ed spin tendency				
	Spin occurs	No	Α	No	A
18. Recovery	r from a developed spin				
	Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
	Cascade occurs	No	А	No	Α
19. B-line sta					
	Change of course before release	Change of course less than 45°	А	Change of course less than 45°	А
	Behaviour before release	Remains stable with straight span	А	Remains stable with straight span	А
	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
	Cascade occurs	No	А	No	А
20. Big ears					
	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	Stable flight	Α	Stable flight	A
22. Behaviou	ir exiting a steep spiral				
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	Α
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery	А	Less than 720°, spontaneous recovery	А
	Sink rate when evaluating spiral stability [m/s]	15 m/s		18 m/s	
23. Alternativ	ve means of directional control	N .		~	
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	А
24. Any othe	r flight procedure and/or configuration described in the us				
	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 o	•				
	Comments	Manufacturer test pilot. Alain give insctruction via		no	
		radio to test pilot.			



Classification B

 Manufacturer
 Sky Paragliders

 Address
 Okružní 39

 73911 Frýdlant nad Ostravicí Czech Republic

 Representive
 None

 Type of glider
 Fides 2 Evolution XXS

not available

Trimmer

Certification number Date of flight test Place of test PG 032.2006 20/02/2007 Villeneuve



Test Pilot Ghislaine Fluckiger

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

		Min weight		Max weight	
1. Inflation/Ta	ake-off			-	
	Rising behaviour	Smooth, easy and constant rising	А	Smooth, easy and constant rising	Α
	Special take off technique required	No	А	No	Α
2. Landing					
	Special landing technique required	No	А	No	Α
3. Speed in s		Ma a		M	
	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
4. Comtral ma	Minimum speed	Less than 25 km/h	А	Less than 25 km/h	A
4. Control mo	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	Increasing, Greater than 55 cm	А	Increasing, Greater than 55 cm	А
	Max. weight in flight 80 kg to 100 kg	increasing, creater than 55 cm		increasing, Greater than 55 cm	~
	Symmetric control pressure/travel	not available	0	not available	0
	Max. weight in flight greater than 100 kg		Ũ		Ŭ
	Symmetric control pressure/travel	not available	0	not available	0
5. Pitch stabi	lity exiting accelerated flight				
	Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	А
	Collapse occurs	No	А	No	Α
6. Pitch stabi	lity operating controls during accelerated flight				
	Collapse occurs	No	А	No	Α
7. Roll stabili	ty and damping				
-	Oscillations	Reducing	А	Reducing	A
8. Stability in	gentle spirals				
	Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	Α
9. Behaviour	in a steeply banked turn		_		_
40.0	Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetri	c front collapse	Decking healt less than 45%	^	Desking book loss than 45%	•
	Entry	Rocking back less than 45° Spontaneous in less than 3 s	A A	Rocking back less than 45°	A A
	Recovery Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Spontaneous in less than 3 s Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	Â	No	Â
	With accelerator	140			~
	Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	A	No	A
11. Exiting de	eep stall (parachutal stall)				
U U	Deep stall achieved	Yes	А	Yes	А
	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0°to 30°	А	Dive forward 0°to 30°	Α
	Change of course	Changing course less than 45°	А	Changing course less than 45°	Α
	Cascade occurs	No	А	No	A
12. High angl	e of attack recovery				
	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
	Cascade occurs	No	Α	No	Α
13. Recovery	from a developed full stall				-
	Dive forward angle on exit	Dive forward 0°to 30°	A	Dive forward 30°to 60°	В
	Collapse	No collapse		No collapse	A
	Cascade occurs (other than collapse)	No	A	No	A
	Rocking back Line tension	Less than 45° Most line tight	A A	Less than 45° Most line tight	A
14. Asymmet			~	Most line tight	A
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15°	А	Less than 90°, Dive or roll angle 15° to 45°	А
	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		No	A
	With 75% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	90° to 180°, Dive or roll angle 15° to 45°	В
	Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	Α
	Total change of course	Less than 360°	А	Less than 360°	Α
	Collapse on the opposite side occurs	No		No	Α
	Twist occurs	No		No	Α
	Casaada aaayya	No	А	No	Α
	Cascade occurs				
	With 50% collapse and accelerator-Maximum dive forward				
	With 50% collapse and accelerator-Maximum dive forward Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°		90° to 180°, Dive or roll angle 15° to 45°	В
	With 50% collapse and accelerator-Maximum dive forward Change of course until re-inflation Re-inflation behaviour	Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation	А	Spontaneous re-inflation	А
	With 50% collapse and accelerator-Maximum dive forward Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A A		

	Twist occurs	No		No	Α
	Cascade occurs	No	А	No	А
	With 75% collapse and accelerator-Maximum dive forward o		_		_
	Change of course until re-inflation	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	А	No	А
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	А	More than 50 % of the symmetric control travel	А
16. Trim spe	ed spin tendency				
	Spin occurs	No	А	No	Α
17. Low spee	ed spin tendency				
	Spin occurs	No	А	No	A
18. Recovery	r from a developed spin				
	Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
	Cascade occurs	No	А	No	Α
19. B-line sta					
	Change of course before release	Change of course less than 45°	А	Change of course less than 45°	А
	Behaviour before release	Remains stable with straight span	А	Remains stable with straight span	А
	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
	Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
	Cascade occurs	No	А	No	А
20. Big ears					
	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°	A
	Behaviour immediately after releasing the accelerator while	Stable flight	Α	Stable flight	A
22. Behaviou	ir exiting a steep spiral				
	Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	Α
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery	А	Less than 720°, spontaneous recovery	А
	Sink rate when evaluating spiral stability [m/s]	15 m/s		18 m/s	
23. Alternativ	ve means of directional control	N .		~	
	180° turn achievable in 20 s	Yes	Α	Yes	A
	Stall or spin occurs	No	А	No	А
24. Any othe	r flight procedure and/or configuration described in the us				
	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 o	•				
	Comments	Manufacturer test pilot. Alain give insctruction via		no	
		radio to test pilot.			
			_		







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

Date of issue (D.M.Y):

SHIT

www.sky-cz.com info@sky-cz.com

PG 031.2006 28.04.2007

MANUFACTURER:

MODEL:

SKY PARAGLIDERS

FIDES 2 Evolution XS

<u>Configuratio</u>								
Paraglider	Н	arne	ss use	ed for	flight	tests (n	nax	ki weight)
Maximum total weight in flight: 74 kg		Гуре:						ABS
Minimum total weight in flight: 56 kg	E	Brand	name:			Sky P	ar	agliders
Weight of the paraglider: 4.6 kg		Model:		nart				Axel S
Number of risers: 4		Distand	lowest s distar ce betw	een to	p of			47 cm
Projected area: 22.36 m ²	C		tors ce detaile			n regard	ling	42 CM harness e refer to
Accessories	Ĺ			fligh	t tests	reports.		
Range of the speed 13 cm		Ran	ge of tri	mmers	:	N	0	cm
Speed range using brakes: 14 km/	'n	Tota acce	l speed ssories	range	with	2	3	km/h
Inspections (whichever happens earlier) :								
12 months or 100 flights			Serial	no:			•••••	
Warning ! before use refer to user 's	manu	al.	Date o	of man	ufacturi	ng:		
Person or compagny having presente the glider for testing:	d 🎝	lexa	ndre	Paux	/ CH-	1066 E	ра	linges
Conformity tests according to EN 926-2:2005 & I	EN 926-	1:1995	5 standa	ards ca	arried o	ut by:		
AIR TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland		AIR	TURQI	JOISE	Tel Tel 2 Fax email	00-41 00-41	(0) (0) airt?	79 202 52 30 78 694 65 66 21 965 65 66 urquoise.ch 1.li
$\begin{array}{c} \mathbf{A} \\ \mathbf{B} \\ \mathbf{C} \\ \mathbf{C} \\ \mathbf{D} \\ \mathbf{D} \\ \mathbf{C} \\ \mathbf{D} \\ \mathbf{C} \\ \mathbf{D} \\ \mathbf{C} \\ $								

 Manufacturer
 Sky Paragliders

 Address
 Okružní 39

 73911 Frýdlant nad Ostravicí Czech Republic

 Representive
 None

Czech Republic Representive None Type of glider Fides 2 Evolution XS Trimmer not available Certification number Date of flight test Place of test PG 031.2006 18/04/2007 Villeneuve



Classification B

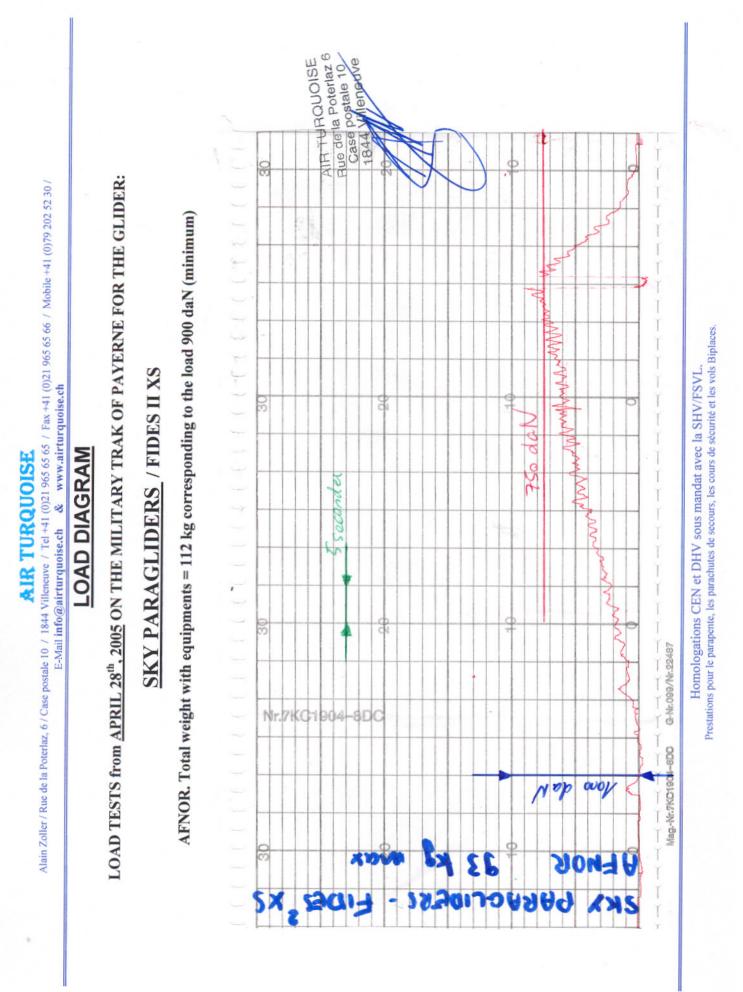
Test PilotSeiko FukuokaHarnesssup air lightTotal weight in flight60 kg

Claude Thurnheer Sky revers 75 kg

		Min weight		Max weight	
1. Inflation/Ta					
	Rising behaviour	Smooth, easy and constant rising	А	Smooth, easy and constant rising	A
	Special take off technique required	No	А	No	A
2. Landing					
2. Creating	Special landing technique required	No	A	No	A
3. Speed in s	Trim speed more than 30 km/h	Yes	А	Yes	А
	Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
	Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control mo					
	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	Increasing, Greater than 55 cm	А	Increasing, Greater than 55 cm	Α
	Max. weight in flight 80 kg to 100 kg				
	Symmetric control pressure/travel	not available	0	not available	C
	Max. weight in flight greater than 100 kg		~		
F Ditch stabi	Symmetric control pressure/travel	not available	0	not available	C
5. Pitch stabi	lity exiting accelerated flight Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	А
	Collapse occurs	No	A	No	A
6 Pitch stabi	lity operating controls during accelerated flight		~		~
0.11101131051	Collapse occurs	No	А	No	А
7. Roll stabili	ty and damping				
	Oscillations	Reducing	А	Reducing	А
8. Stability in	gentle spirals				
	Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	Α
9. Behaviour	in a steeply banked turn				
	Sink rate after two turns	Up to 12m/s	А	More than 14 m/s	В
10. Symmetri	c front collapse				
	Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit Cascade occurs	Dive foward 0°to 30°, Keeping course	A A	Dive foward 0°to 30°, Keeping course No	A
	With accelerator	No	A	INO	A
	Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	A	No	A
11. Exiting de	eep stall (parachutal stall)				
Ū	Deep stall achieved	Yes	А	Yes	А
	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0°to 30°	А	Dive forward 0°to 30°	Α
	Change of course		А	Changing course less than 45°	А
	Cascade occurs	No	А	No	A
12. High angl	e of attack recovery				
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
40	Cascade occurs	No	A	No	A
13. Recovery	from a developed full stall	Dive forward 0°to 30°	А	Dive forward 0°to 30°	٨
	Dive forward angle on exit Collapse	No collapse	A	No collapse	A A
	Collapse Cascade occurs (other than collapse)	No	A	No collapse	A
	Rocking back	Less than 45°	Â	Less than 45°	A
	Line tension	Most line tight	A	Most line tight	A
14. Asymmet		·····			
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	Less than 90°, Dive or roll angle 0° to 15°	Α
	Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	Α
	Total change of course	Less than 360°	А	Less than 360°	Α
	Collapse on the opposite side occurs	No	А	No	Α
	Twist occurs	No	А	No	Α
	Cascade occurs	No	А	No	A
	With 75% collapse-Maximum dive forward or roll angle			Lass than 000 Diversity and 450 to 150	
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A	Less than 90°, Dive or roll angle 15° to 45°	A
	Re-inflation behaviour	Spontaneous re-inflation Less than 360°	A A	Spontaneous re-inflation Less than 360°	A
	Total change of course Collapse on the opposite side occurs		A A	No	A A
	Twist occurs	No No	A	NO NO	A
	Cascade occurs	NO	A A	No	A
	With 50% collapse and accelerator-Maximum dive forward o		~		~
			Α	Less than 90° Dive or roll angle 15° to 45°	Δ
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A A	Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation	
	Change of course until re-inflation Re-inflation behaviour	Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation	А	Spontaneous re-inflation	A A A
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	A A		

	Twist occurs	No	A	No	A
	Cascade occurs	No	А	No	А
	With 75% collapse and accelerator-Maximum dive forward o				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	Α	Less than 90°, Dive or roll angle 15° to 45°	Α
	Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
	Total change of course	Less than 360°	А	Less than 360°	Α
	Collapse on the opposite side occurs	No	Α	No	А
	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	А	Yes	А
	Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	А	More than 50 % of the symmetric control travel	А
16. Trim spee	ed spin tendency	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	
	Spin occurs	No	А	No	А
17. Low spee	ed spin tendency				
	Spin occurs	No	А	No	А
18 Recovery	/ from a developed spin				~
TO. Recovery	Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
	Cascade occurs	No	Â	No	Â
19. B-line sta		NU	A	NO	A
19. B-line sta		Observe of severe lass then 450		Observe of a survey large these 450	
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Cascade occurs	No	А	No	Α
20. Big ears					
	Entry procedure	Dedicated controls	А	Dedicated controls	Α
	Behaviour during big ears	Stable flight	А	Stable flight	А
	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	Dedicated controls	Α	Dedicated controls	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	Stable flight	А	Stable flight	А
22. Behaviou	Ir exiting a steep spiral	· · · · · · · · · · · · · · · · · · ·			
	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	A
	Sink rate when evaluating spiral stability [m/s]	14 m/s		19 m/s	
23. Alternativ	ve means of directional control				
	180° turn achievable in 20 s	Yes	А	Yes	А
	Stall or spin occurs	No	A	No	Â
24 Any other	r flight procedure and/or configuration described in the us		А		A
24. Any other	Procedure works as described	not available	0	not available	0
			-		0
	Procedure suitable for novice pilots Cascade occurs	not available not available	0	not available not available	0
0		not available	0	not available	0
Comments of	•				
	Comments	no		no	









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

Date of issue (D.M.Y):



www.sky-cz.com info@sky-cz.com

PG 028.2006 28.04.2007

MANUFACTURER:

MODEL:

SKY PARAGLIDER

FIDES 2 Evolution S

<u>(</u>	<u>Configuratio</u>							
Paraglider		Н	arne	ss use	d for	flight t	ests (ma	axi weight)
Maximum total weight in flight	: 90 kg	-	Гуре:					ABS
Minimum total weight in flight:	69 kg	E	Brand	name:		Ş	Sky Pa	ragliders
Weight of the paraglider:	4.8 kg	'	Model: Seat to	lowest s distan	part			Axel M 48 cm
Number of risers:	4		Distand	s distan ce betwe ctors cer	een tor	o of es:		48 cm
Projected area: 24	.19 m²		For sett	detaile ings us	d info	rmation flight t	regardin ests, plea	g harness se refer to
Accessories					fligh	t tests i	reports.	
Range of the speed system:	14 cm		Ranę	ge of trir	nmers	:	No	cm
Speed range using brakes:	14 km/	h	Tota acce	l speed ssories:	range	with	22	km/h
Inspections (whichever ha	ppens earlier):							
12 months o	r 100 flights			Serial	no:			
Warning ! before use	refer to user 's	manu	al.	Date o	f manu	ıfacturin	ıg:	
Person or compagny hat the glider for testing:	aving presente	d 🗚	lexa	ndre F	Paux	/ CH-1	1066 Ep	alinges
Conformity tests according to E	EN 926-2:2005 & E	EN 926-	1:1995	5 standa	ards ca	rried ou	t by:	
Rue d Cas 184	TURQUOISE e la Poterlaz, 6 se postale 10 4 Villeneuve witzerland		AIR	TURQU		Tel Tel 2 Fax email	00-41 (00-41 (0) 79 202 52 30 0) 78 694 65 60 0) 21 965 65 60 irturquoise.ch en.li
A XXX B 000 C 000 D 0 0 0	<u>, </u>			X X 				

 Manufacturer
 Sky Paragliders

 Address
 Okružní 39

 73911 Frýdlant nad Ostravicí Czech Republic

 Representive
 None

Type of glider Fides 2 Evolution S Trimmer not available Certification number Date of flight test Place of test PG 028.2006 18/04/2007 Villeneuve



Classification B

Test PilotSeiko FukuokaHarnesssup air X plpsTotal weight in flight70 kg

Claude Thurnheer Sky 90 kg

		Min weight		Max weight	
1. Inflation/Ta	ike-off				
	Rising behaviour	Smooth, easy and constant rising	А	Smooth, easy and constant rising	Α
	Special take off technique required	No	А	No	A
2. Landing					
	Special landing technique required	No	А	No	A
3. Speed in s					
	Trim speed more than 30 km/h	Yes	Α	Yes	A
	Speed range using the controls larger than 10 km/h	Yes	Α	Yes	A
	Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control mo					
	Max. weight in flight up to 80 kg Symmetric control pressure/travel	Increasing, Greater than 55 cm	А	not available	C
	Max. weight in flight 80 kg to 100 kg	increasing, Greater than 55 cm	A	not available	U
	Symmetric control pressure/travel	not available	0	Increasing, Greater than 60 cm	А
	Max. weight in flight greater than 100 kg	not available	0	increasing, creater than oo cin	~
	Symmetric control pressure/travel	not available	0	not available	0
5. Pitch stabi	lity exiting accelerated flight	not d valiable	Ŭ	not arailable	Ŭ
	Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	А
	Collapse occurs	No	А	No	А
6. Pitch stabi	lity operating controls during accelerated flight				
	Collapse occurs	No	А	No	Α
7. Roll stabili	ty and damping				
	Oscillations	Reducing	А	Reducing	Α
8. Stability in	gentle spirals				
	Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	Α
9. Behaviour	in a steeply banked turn				
	Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetri	c front collapse				
	Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s Dive foward 0°to 30°, Keeping course	A
	Dive forward angle on exit Cascade occurs	Dive foward 0°to 30°, Keeping course	A A	No	A
	With accelerator	No	A	NO	A
	Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
	Recovery	Spontaneous in less than 3 s	Â	Spontaneous in less than 3 s	Â
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	Â	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	A	No	A
11. Exiting de	eep stall (parachutal stall)				
U U	Deep stall achieved	Yes	А	Yes	А
	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0°to 30°	А	Dive forward 0°to 30°	Α
	Change of course	Changing course less than 45°	А	Changing course less than 45°	Α
	Cascade occurs	No	А	No	A
12. High angl	e of attack recovery				
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	Cascade occurs	No	А	No	A
13. Recovery	from a developed full stall	Dive ferward 20% co	P	Dive ferward Offe 20%	
	Dive forward angle on exit	Dive forward 30°to 60°	B	Dive forward 0°to 30°	A
	Collapse	No collapse	A A	No collapse	A
	Cascade occurs (other than collapse) Rocking back	No Less than 45°	A	No Less than 45°	A A
	Line tension	Most line tight	A	Most line tight	A
14. Asymmet			~		A
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	Less than 90°, Dive or roll angle 0° to 15°	А
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	A
	Total change of course	Less than 360°	Α	Less than 360°	A
	Collapse on the opposite side occurs	No	А	No	А
	Twist occurs	No	А	No	Α
	Cascade occurs	No	А	No	Α
	With 75% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	Α	Less than 90°, Dive or roll angle 15° to 45°	Α
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
	Total change of course	Less than 360°	A	Less than 360°	A
	Collapse on the opposite side occurs	No	A	No	A
	Twist occurs	No	A	No	A
	Cascade occurs	No	A	No	A
	With 50% collapse and accelerator-Maximum dive forward of			Loss than 00% Dive as well as als 00 to 450	
		Less than 90°, Dive or roll angle 15° to 45°	А	Less than 90°, Dive or roll angle 0° to 15°	A
	Change of course until re-inflation		٨	Spontonoouo ro inflotion	Δ.
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
			A A A	Spontaneous re-inflation Less than 360° No	A A A

	Twist occurs	Νο	۸	No	۸
	Cascade occurs	No	A	No	A
			А	NO	А
	With 75% collapse and accelerator-Maximum dive forward o			Loss than 000 Diversity and 450 to 450	
	Change of course until re-inflation	90° to 180°, Dive or roll angle 0° to 15°	A	Less than 90°, Dive or roll angle 15° to 45°	A
	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
	Total change of course	Less than 360°	Α	Less than 360°	А
	Collapse on the opposite side occurs	No	Α	No	А
	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 spee	ed spin tendency	· · · · · · · · · · · · · · · · · · ·		,	
	Spin occurs	No	А	No	А
17. Low spee	ed spin tendency				
	Spin occurs	No	А	No	А
18. Recovery	/ from a developed spin				
10.11000001019	Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
	Cascade occurs	No	Â	No	Â
19. B-line sta		NU	A	NO	A
19. B-line sta		01		Observe of a survey large these 450	
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
	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					
	Entry procedure	Dedicated controls	Α	Dedicated controls	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	Dedicated controls	Α	Dedicated controls	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°	А	Dive forward 0° to 30°	А
	Behaviour immediately after releasing the accelerator while	Stable flight	А	Stable flight	А
22. Behaviou	ir exiting a steep spiral			,	
	Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
	Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Â	Less than 720°, spontaneous recovery	Â
	Sink rate when evaluating spiral stability [m/s]	15 m/s	~	18 m/s	~
23 Alternativ	ve means of directional control	1011/0		10 11/0	
25. Alternativ	180° turn achievable in 20 s	Yes	А	Yes	А
			A	No	A
04 Annu athre	Stall or spin occurs	No	A		A
	r flight procedure and/or configuration described in the us		~	and an all the late	~
24. Any othe				not available	0
24. Any othe	Procedure works as described	not available	-		
24. Any othe	Procedure suitable for novice pilots	not available	0	not available	0
	Procedure suitable for novice pilots Cascade occurs		-	not available	
Comments o	Procedure suitable for novice pilots Cascade occurs f test pilot	not available not available	0	not available not available	0
	Procedure suitable for novice pilots Cascade occurs	not available	0	not available	0







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

Date of issue (D.M.Y):

Www.sky-cz.com info@sky-cz.com

PG 029.2006 18.01.2007

MANUFACTURER:

MODEL:

SKY PARAGLIDERS

FIDES 2 Evolution M

<u>Configuration</u>	<u>า duri</u>	ng f	light t	ests			
Paraglider	H	arne	ss use	d for	flight	tests (ma	ixi weight)
Maximum total weight in flight: 105 kg	-	Гуре:					ABS
Minimum total weight in flight: 82 kg	E	Brand	name:		;	Sky Pa	ragliders
	r	Model:					Axel L
Weight of the paraglider: 5 kg		Seat to	lowest s distan	part ce:			49 cm
Number of risers: 4		Distand	ce betwe	en top			44 cm
Projected area: 26.17 m ²						n regarding	g harness se refer to
A accessories		3611	iliys us	fligh	t tests	reports.	se lelel to
Accessories							
Range of the speed 16 cm		Ran	ge of trir	nmers	:	No	cm
Speed range using brakes: 14 km/	h	Tota acce	l speed ssories:	range	with	23	km/h
Inspections (whichever happens earlier) :							
12 months or 100 flights			Serial	no:			
Warning ! before use refer to user 's	manu	al.	Date o	f manu	ıfacturiı	ng:	
Person or compagny having presented the glider for testing:	d 🗚	lexa	ndre F	Paux	/ CH-	1066 Epa	alinges
Conformity tests according to EN 926-2:2005 & E	N 926-	1:1998	5 standa	rds ca	rried ou	ıt by:	
A I R TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland		AIR	TURQU		Tel Tel 2 Fax email	00-41 (0 00-41 (0)) 79 202 52 30)) 78 694 65 66)) 21 965 65 66 rturquoise.ch en.li
$\begin{array}{c} \mathbf{A} \\ \mathbf{B} \\ \mathbf{C} \\ \mathbf{C} \\ \mathbf{D} \\ \mathbf{D} \\ \mathbf{C} \\ \mathbf{D} \\ \mathbf{C} \\ \mathbf{C} \\ \mathbf{D} \\ \mathbf{C} \\ $							

 Manufacturer
 Sky Paragliders

 Address
 Okružní 39

 73911 Frýdlant nad Ostravicí

 Czech Republic

 Representive
 Alexandre Paux

 Type of glider
 Fides 2 Evolution M

 Trimmer
 not available

Certification number Date of flight test Place of test PG 029.2006 12/12/2006 Villeneuve



Classification B

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

		Min weight		Max weight	
1. Inflation/Ta	ke-off				
	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					
	Special landing technique required	No	А	No	А
3. Speed in st					
	Trim speed more than 30 km/h		Α	Yes	A
	Speed range using the controls larger than 10 km/h		A	Yes	A
	Minimum speed	Less than 25 km/h	А	Less than 25 km/h	A
4. Control mo	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	not available	0	not available	0
	Max. weight in flight 80 kg to 100 kg		Ŭ		Ŭ
	Symmetric control pressure/travel	Increasing, Greater than 55 cm	А	not available	0
	Max. weight in flight greater than 100 kg				
	Symmetric control pressure/travel	not available	0	Increasing, Greater than 65 cm	А
5. Pitch stabil	ity exiting accelerated flight				
	Dive forward angle on exit	Dive forward less than 30°	А	Dive forward less than 30°	А
	Collapse occurs	No	А	No	А
6. Pitch stabil	ity operating controls during accelerated flight				
	Collapse occurs	No	А	No	А
7. Roll stabilit	y and damping				
0. Ctab litter	Oscillations	Reducing	А	Reducing	A
8. Stability in		Spontancous avit	^	Spontanoous avit	А
	Tendency to return to straight flight in a steeply banked turn	Spontaneous exit	A	Spontaneous exit	A
9. Denaviour i	Sink rate after two turns	More than 14 m/s	в	More than 14 m/s	в
10 Symmetric	c front collapse	Note than 14 m/s	Б		В
ro. Oyninetri	Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
	Recovery		A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	· · ·	А	Dive foward 0°to 30°, Keeping course	А
	Cascade occurs		А	No	А
	With accelerator				
	Entry	Rocking back less than 45°	А	Rocking back less than 45°	Α
	Recovery		А	Spontaneous in less than 3 s	А
	Dive forward angle on exit		А	Dive foward 0°to 30°, Keeping course	А
	Cascade occurs	No	А	No	А
11. Exiting de	ep stall (parachutal stall)				
	Deep stall achieved			Yes	A
	Recovery		A	Spontaneous in less than 3 s	A
	Dive forward angle on exit Change of course		A A	Dive forward 0°to 30° Changing course less than 45°	A A
	Cascade occurs		Â	No	Â
12. High angle	e of attack recovery		~		~
·	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
	Cascade occurs			No	A
13. Recovery	from a developed full stall				
-	Dive forward angle on exit	Dive forward 0°to 30°	А	Dive forward 0°to 30°	Α
	Collapse	•	А	No collapse	А
	Cascade occurs (other than collapse)	No	А	No	А
	Rocking back		А	Less than 45°	Α
	Line tension	Most line tight	А	Most line tight	А
14. Asymmetr					
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation		A	Less than 90°, Dive or roll angle 0° to 15°	A
	Re-inflation behaviour		A	Spontaneous re-inflation	A
	Total change of course		A	Less than 360°	A
	Collapse on the opposite side occurs Twist occurs			No No	A A
	Cascade occurs			No	A
	With 75% collapse-Maximum dive forward or roll angle		А		~
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	Less than 90°, Dive or roll angle 15° to 45°	А
	Re-inflation behaviour		A	Spontaneous re-inflation	A
	Total change of course	· · ·		Less than 360°	А
	Collapse on the opposite side occurs		А	No	А
	Twist occurs	No	А	No	А
	Cascade occurs		А	No	Α
	With EOO and and analoutar Marine medica for word a	r roll angle			
	With 50% collapse and accelerator-Maximum dive forward o				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	Less than 90°, Dive or roll angle 0° to 15°	А
	Change of course until re-inflation Re-inflation behaviour	Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation	А	Spontaneous re-inflation	А
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°	A A		

	Twist occurs	No	٨	No	А
	Cascade occurs	No		No	Â
	With 75% collapse and accelerator-Maximum dive forward o		~		\sim
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	90° to 180°, Dive or roll angle 0° to 15°	А
	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	А	No	А
	Cascade occurs	No	Α	No	А
15. Direction	al control with a maintained asymmetric collapse				
	Able to keep course	Yes	А	Yes	Α
	180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
	Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	А	More than 50 % of the symmetric control travel	Α
16. Trim spee	ed spin tendency				
	Spin occurs	No	Α	No	Α
17. Low spee	ed spin tendency				
	Spin occurs	No	А	No	А
18. Recovery	r from a developed spin				
,	Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
	Cascade occurs	No	A	No	A
19. B-line sta					~
15. D-Inte Sta	Change of course before release	Change of course less than 45°	А	Change of course less than 45°	А
	Behaviour before release	Remains stable with straight span	Â	Remains stable with straight span	Â
	Recovery	Spontaneous in less than 3 s	Â	Spontaneous in less than 3 s	Â
		•	A	Dive forward 0° to 30°	
	Dive forward angle on exit	Dive forward 0° to 30°			A
66 BI	Cascade occurs	No	A	No	А
20. Big ears					
	Entry procedure	Dedicated controls	A	Standard technique	A
	Behaviour during big ears	Stable flight	A	Stable flight	A
	Recovery	Spontaneous in less than 3 s	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	Dedicated controls	А	Standard technique	А
	Behaviour during big ears	Stable flight	А	Stable flight	Α
	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	Stable flight	А	Stable flight	Α
22. Behaviou	r 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	А
	Sink rate when evaluating spiral stability [m/s]	17 m/s		18 m/s	
23. Alternativ	ve means of directional control				
	180° turn achievable in 20 s	Yes	А	Yes	А
	Stall or spin occurs	No	А	No	А
24. Any othe	r flight procedure and/or configuration described in the us				
	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			5		5
0011101110	Comments	no		no	
	Commonto				







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

Date of issue (D.M.Y):

AMARIAN MWW.sky-cz.com info@sky-cz.com

PG 030.2006 18.01.2007

MANUFACTURER:

MODEL:

SKY PARAGLIDERS

FIDES 2 Evolution L

<u>Configuration</u>								
Paraglider	Н	arne	ss use	ed for	flight	tests (m	nax	i weight)
Maximum total weight in flight: 130 kg	٦	Гуре:						ABS
Minimum total weight in flight: 100 kg	E	Brand	name:			Sky P	ar	agliders
Weight of the paraglider: 5.3 kg		Model:					A	XEL XL
Number of risers: 4			lowest s distar ce betw		of			50 cm
Projected area: 28.30 m ²	Ċ	connec	tors ce	nterliné	es:	n regardi tests, ple	ing	45 cm harness e refer to
Accessories	L		ingo ut	fligh	t tests	reports.		
Range of the speed 16 cm		Ranę	ge of tri	mmers	:	No	>	cm
Speed range using brakes: 14 km/ł	n	Tota acce	l speed ssories	range	with	23	3	km/h
Inspections (whichever happens earlier) :								
12 months or 100 flights			Serial	no:				
Warning ! before use refer to user 's	al.	Date o	of manu	ıfacturi	ng:			
Person or compagny having presented the glider for testing:	A t	lexa	ndre	Paux	/ CH-	1066 E	pa	linges
Conformity tests according to EN 926-2:2005 & E	N 926-	1:1995	5 standa	ards ca	rried o	ut by:		
A I R TURQUOISE A I R TURQUOISE A I R TURQUOISE A I R TURQUOISE		AIR	TURQI		Tel Tel 2 Fax email	00-41 00-41	(0) (0) airti	79 202 52 30 78 694 65 66 21 965 65 66 urquoise.ch . .li
$\begin{array}{c} A & \boxtimes \boxtimes \boxtimes \boxtimes \boxtimes \boxtimes \boxtimes \\ B & \square & \square & \square & \square & \square \\ C & \square & \square & \square & \square & \square & \square \\ C & \square & \square & \square & \square & \square & \square \\ D & \square \\ \end{array}$						X X X D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D D		

 Manufacturer
 Sky Paragliders

 Address
 Okružní 39

 73911 Frýdlant nad Ostravicí

 Czech Republic

 Representive
 Alexandre Paux

 Type of glider
 Fides 2 Evolution L

 Trimmer
 not available

Certification number Date of flight test Place of test PG 030.2006 12/12/2006 Villeneuve



Classification B

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

		Min weight		Max weight	
1. Inflation/Ta					
	Rising behaviour	Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
	Special take off technique required	No	А	No	A
2. Landing	_				
2. Creating	Special landing technique required	No	Α	No	A
3. Speed in s	Trim speed more than 30 km/h	Yes	А	Yes	А
	Speed range using the controls larger than 10 km/h	Yes	Ā	Yes	Ā
	Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control mo					~~~~
	Max. weight in flight up to 80 kg				
	Symmetric control pressure/travel	not available	0	not available	0
	Max. weight in flight 80 kg to 100 kg				
	Symmetric control pressure/travel	Increasing, Greater than 65 cm	А	not available	0
	Max. weight in flight greater than 100 kg				
5 Ditabased	Symmetric control pressure/travel	not available	0	Increasing, Greater than 65 cm	A
5. Pitch stabi	lity exiting accelerated flight	Dive forward less than 30°	А	Dive forward less than 30°	^
	Dive forward angle on exit Collapse occurs	No	A	No	A A
6 Pitch stabi	lity operating controls during accelerated flight	NO	A	NO	A
0.11101131001	Collapse occurs	No	А	No	А
7. Roll stabili	ty and damping				
	Oscillations	Reducing	А	Reducing	А
8. Stability in	gentle spirals				
	Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	Α
9. Behaviour	in a steeply banked turn				
	Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetri	c front collapse				
	Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
	Recovery Dive forward angle on exit	Spontaneous in less than 3 s Dive foward 0°to 30°, Keeping course	A A	Spontaneous in less than 3 s Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	A	No	A A
	With accelerator	NO	A	NO	A
	Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
	Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	A	Dive foward 0°to 30°, Keeping course	A
	Cascade occurs	No	А	No	А
11. Exiting de	eep stall (parachutal stall)				
	Deep stall achieved	Yes	А	Yes	Α
	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	Α
	Dive forward angle on exit	Dive forward 0°to 30°	A	Dive forward 0°to 30°	Α
	Change of course	Changing course less than 45°	A	Changing course less than 45°	A
12 High angl	Cascade occurs	No	A	No	A
12. High angi	e of attack recovery Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
	Cascade occurs	No	Â	No	Â
13 Recovery	from a developed full stall		А	140	~
. Strice of the y	Dive forward angle on exit	Dive forward 0°to 30°	А	Dive forward 0°to 30°	А
	Collapse	No collapse	A	No collapse	A
	Cascade occurs (other than collapse)	No	A	No	A
	Rocking back	Less than 45°	А	Less than 45°	Α
	Line tension	Most line tight	А	Most line tight	Α
14. Asymmet					
	With 50% collapse-Maximum dive forward or roll angle				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15° Spontaneous re-inflation	A	Less than 90°, Dive or roll angle 0° to 15°	A
	Re-inflation behaviour		A	Spontaneous re-inflation	A A
	Total change of course	Less than 360°	A	Less than 360° No	A
	Collapse on the opposite side occurs Twist occurs	No No	A A	NO	A
	Cascade occurs	No	A		A
	With 75% collapse-Maximum dive forward or roll angle		~		Л
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	Less than 90°, Dive or roll angle 15° to 45°	А
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	Total change of course	Less than 360°	А	Less than 360°	А
	Collapse on the opposite side occurs	No	А	No	Α
	Twist occurs	No	А	No	А
	Cascade occurs	No	А	No	А
	With 50% collapse and accelerator-Maximum dive forward of				
	Change of course until re-inflation	Less than 90°, Dive or roll angle 0° to 15°	А	Less than 90°, Dive or roll angle 15° to 45°	A
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	
		Spontaneous re-inflation Less than 360° No	A A A	Less than 360°	A A A

	Twist occurs	No	۸	No	А
	Cascade occurs	No		No	Â
	With 75% collapse and accelerator-Maximum dive forward o		^		~
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	А	90° to 180°, Dive or roll angle 0° to 15°	А
	Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
	Total change of course	Less than 360°	Α	Less than 360°	A
	Collapse on the opposite side occurs	No	Α	No	Α
	Twist occurs	No	А	No	А
	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 spee	ed spin tendency				
	Spin occurs	No	А	No	А
17. Low spee	ed spin tendency				
	Spin occurs	No	А	No	А
18. Recovery	r from a developed spin				
	Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
	Cascade occurs	No	A	No	A
19. B-line sta		110	~		А
13. D-Ine Sta	Change of course before release	Change of course less than 45°	А	Change of course less than 45°	А
	Behaviour before release		A	Remains stable with straight span	A
		Remains stable with straight span			
	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°	Α	Dive forward 0° to 30°	A
	Cascade occurs	No	А	No	A
20. Big ears					
	Entry procedure	Dedicated controls	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
				Spontaneous in less than 3 s	
	Recovery	Spontaneous in less than 3 s	А		Α
	Dive forward angle on exit	Spontaneous in less than 3 s Dive forward 0° to 30°	A A	Dive forward 0° to 30°	
21. Big ears i					Α
21. Big ears i	Dive forward angle on exit				Α
21. Big ears i	Dive forward angle on exit in accelerated flight	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A A
21. Big ears i	Dive forward angle on exit in accelerated flight Entry procedure	Dive forward 0° to 30° Dedicated controls	A A	Dive forward 0° to 30° Standard technique	A A A
21. Big ears i	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears	Dive forward 0° to 30° Dedicated controls Stable flight	A A A	Dive forward 0° to 30° Standard technique Stable flight	A A A A
21. Big ears i	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s	A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A
-	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s	A A A A A A
-	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while in exiting a steep spiral	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight	A A A A A A
-	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while ir exiting a steep spiral Tendency to return to straight flight	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit	A A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit	A A A A A A A
-	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while ir exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°, spontaneous recovery	A A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery	A A A A A A
22. Behaviou	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while in exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s]	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit	A A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit	A A A A A A A
22. Behaviou	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while ir exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] re means of directional control	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 16 m/s	A A A A A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 17 m/s	A A A A A A A A A
22. Behaviou	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while ir exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] // e means of directional control 180° turn achievable in 20 s	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 16 m/s Yes	A A A A A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 17 m/s Yes	A A A A A A A A
22. Behaviou 23. Alternativ	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while in exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] <i>re</i> means of directional control 180° turn achievable in 20 s Stall or spin occurs	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 16 m/s Yes No	A A A A A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 17 m/s	A A A A A A A A A
22. Behaviou 23. Alternativ	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while in exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] ve means of directional control 180° turn achievable in 20 s Stall or spin occurs rflight procedure and/or configuration described in the us	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 16 m/s Yes No er's manual	A A A A A A A A A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 17 m/s Yes No	A A A A A A A A A A A
22. Behaviou 23. Alternativ	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while ir exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] er means of directional control 180° turn achievable in 20 s Stall or spin occurs flight procedure and/or configuration described in the us Procedure works as described	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 16 m/s Yes No er's manual not available	A A A A A A A A A A A A A A A A A A A A	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°, spontaneous recovery 17 m/s Yes No not available	A A A A A A A A A A A O
22. Behaviou 23. Alternativ	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while ir exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] <i>e</i> means of directional control 180° turn achievable in 20 s Stall or spin occurs rflight procedure and/or configuration described in the us Procedure works as described Procedure suitable for novice pilots	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 16 m/s Yes No er's manual not available not available	A A A A A A A A A A A A A A A A O O	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 17 m/s Yes No not available not available	A A A A A A A A A A A A O 0
22. Behaviou 23. Alternativ 24. Any other	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while in exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] er means of directional control 180° turn achievable in 20 s Stall or spin occurs r flight procedure and/or configuration described in the us Procedure works as described Procedure works as described	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 16 m/s Yes No er's manual not available	A A A A A A A A A A A A A A A A O O	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°, spontaneous recovery 17 m/s Yes No not available	A A A A A A A A A
22. Behaviou 23. Alternativ	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while ir exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] ve means of directional control 180° turn achievable in 20 s Stall or spin occurs flight procedure and/or configuration described in the us Procedure works as described Procedure suitable for novice pilots Cascade occurs f test pilot	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 16 m/s Yes No er's manual not available not available not available	A A A A A A A A A A A A A A A A O O	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 17 m/s Yes No not available not available not available	A A A A A A A A A A A A O 0
22. Behaviou 23. Alternativ 24. Any other	Dive forward angle on exit in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while in exiting a steep spiral Tendency to return to straight flight Turn angle to recover normal flight Sink rate when evaluating spiral stability [m/s] er means of directional control 180° turn achievable in 20 s Stall or spin occurs r flight procedure and/or configuration described in the us Procedure works as described Procedure works as described	Dive forward 0° to 30° Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 16 m/s Yes No er's manual not available not available	A A A A A A A A A A A A A A A A O O	Dive forward 0° to 30° Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight Spontaneous exit Less than 720°,spontaneous recovery 17 m/s Yes No not available not available	A A A A A A A A A A A A O 0



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TESTS EN STRUCTURE DHV LOAD TESTS DHV

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

Constructeur/Manufacturer: Modèle/Model: Type: Poids total maxi en vol Maxi total weight in flight:

SKY PARAGLIDERS **FIDES II**

144 kg

TEST AU CHOC - SHOCK TEST 750 daN

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

TEST RESISTANCE MECANIQUE - MECHANIACL RESISTANCE TEST

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

> Villeneuve, March 2nd, 2005 Air Turquoise,

TURQUOISE

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Alain Zoller