

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

Certificate EN

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

AIR TURQUOISE SA certified by



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

Date of flight test

 Flight tests
 19. 11. 2013

 Serial number
 1359-11-0644

Villeneuve, 16. 12. 2013



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

AIR TURQUOISE SA certified by





Class: C

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

Date of issue (DMY):

PG_0818.2013 16. 12. 2013

Manufacturer: Sky Paragliders a.s.

Model: Argos S-M

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	80	Range of speed system (cm)	17
Minimum weight in flight (kg)	65	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.3	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	32
Projected area (m2)	20.72		
Harness used for testing (max weight)		Inspections (whichever happens first)	
riarriess used for testing (max weight)		mapections (whichever happens mat)	
Harness type	ABS	every 24 months or every 100 flying hours	
• • • • • • • • • • • • • • • • • • • •	ABS Sup'Air	• , , ,	
Harness type		every 24 months or every 100 flying hours	
Harness type Harness brand	Sup'Air Altiplume	every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the	
Harness type Harness brand Harness model	Sup'Air Altiplume S	every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the	







Thurnheer Claude

AIR TURQUOISE SA certified by

Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG_0818.2013
Address Okružní 39 Date of flight test 19. 11. 2013

Test pilot Dupont Philippe

73911 Frýdlant nad Ostravicí

Czech Republic

Representative None Place of test Villeneuve

Glider model Argos S-M Classification C

Trimmer no

Dive forward angle on exit / Change of course

Cascade occurs

With accelerator

Entry

Recovery

Harness Sup'Air - Altiplume S Sup'Air - Altiplume S Total weight in flight (kg) 65 1. Inflation/Take-off Rising behaviour Smooth, easy and constant rising A Smooth, easy and constant rising Α Special take off technique required Α Α 2. Landing Α Special landing technique required Nο Α No Α 3. Speed in straight flight Α Trim speed more than 30 km/h Yes Yes Α Speed range using the controls larger than 10 km/h Yes Α Minimum speed Less than 25 km/h Less than 25 km/h 4. Control movement Α Max. weight in flight up to 80 kg Symmetric control pressure / travel Increasing / greater than 55 cm not available 0 Α Max. weight in flight 80 kg to 100 kg Symmetric control pressure / travel not available 0 Increasing / greater than 60 cm Α Max. weight in flight greater than 100 kg Symmetric control pressure / travel not available 0 not available 0 5. Pitch stability exiting accelerated flight Α Dive forward angle on exit Dive forward less than 30° Dive forward less than 30° Α Collapse occurs No No Α 6. Pitch stability operating controls during accelerated flight Collapse occurs Nο Α No Α 7. Roll stability and damping Α Oscillations Reducing Reducing 8. Stability in gentle spirals Α Tendency to return to straight flight Spontaneous exit Spontaneous exit Α 9. Behaviour in a steeply banked turn В More than 14 m/s В Sink rate after two turns 12 m/s to 14 m/s 10. Symmetric front collapse Α Entry Rocking back less than 45° Rocking back less than 45° Α Spontaneous in less than 3 s Spontaneous in less than 3 s Α Recovery

Dive forward 0° to 30° / Keeping

Rocking back less than 45°

Spontaneous in less than 3 s

course

No

Α

A No

course

Α

Α

Dive forward 0° to 30° / Keeping

Rocking back less than 45°

Spontaneous in less than 3 s

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	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
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A	,,		,,
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	Α
	No Collapse No	A	No Collapse No	
Cascade occurs (other than collapses)			Less than 45°	A
Rocking back	Less than 45°	A		A
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	С			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse and accelerator	140	^	NO	^
•	00° to 190° / Divo or roll angle	Ь	00° to 190° / Dive or roll angle 45°	0
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	Α			
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	Α	More than 50 % of the symmetric	Α
	symmetric control travel		control travel	

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



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

Certificate EN

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

AIR TURQUOISE SA certified by

ISO 9001
BUREAU VERITAS
Certification

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

Date of flight test

 Flight tests
 18. 11. 2013

 Serial number
 1361-11-0008

Villeneuve, 16. 12. 2013



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

AIR TURQUOISE SA certified by





Class: C

In accordance with EN standards 926-2:2005 & 926-1:2006: PG_0819.2013

Date of issue (DMY):

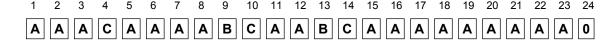
16. 12. 2013

Manufacturer: Sky Paragliders a.s.

Model: Argos M

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	90	Range of speed system (cm)	17
Minimum weight in flight (kg)	75	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.4	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	31
Projected area (m2)	21.45		
Harness used for testing (max weight)		Inspections (whichever happens first)	
	400	. , ,	
Harness type	ABS	every 24 months or every 100 flying hours	
Harness brand	Niviuk	Warning! Before use refer to user's manual	
Harness model	Hamak M	Person or company having presented the glider for testing: None	
Harness to risers distance (cm)	49		







AIR TURQUOISE SA certified by

Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG_0819.2013
Address Okružní 39 Date of flight test 18. 11. 2013

73911 Frýdlant nad Ostravicí

Czech Républic

Representative None Place of test Villeneuve

Glider model Argos M Classification C

Trimmer no

Test pilot	Dupont Philippe	Thurnheer Claude
Harness	Sup'Air - Altiplume S	Niviuk - Hamak M
Total weight in flight (kg)	75	90
/Take_off	٨	

Total weight in flight (kg)	75		90	
1. Inflation/Take-off	Α			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique required	No	Α	No	Α
2. Landing	Α			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	Α			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	С			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	Α	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / 45 cm to 60 cm	С
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	A			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn	В			
Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front collapse	С			
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back greater than 45°	С
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	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
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	В	,,		,,
Dive forward angle on exit	Dive forward 30° to 60°	В	Dive forward 30° to 60°	В
Collapse	No collapse	A	No collapse	
	No Collapse No	A	No Collapse No	A
Cascade occurs (other than collapses)			Less than 45°	A
Rocking back	Less than 45°	A		A
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	С			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	180° to 360° / Dive or roll angle 15° to 45°	С	180° to 360° / Dive or roll angle 15° to 45°	С
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse and accelerator	140	^	NO	^
•	Loss than 00° / Dive or rell angle	_	00° to 190° / Dive or roll angle 60°	0
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 60° to 90°	С	90° to 180° / Dive or roll angle 60° to 90°	С
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	Α			
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	Α	More than 50 % of the symmetric	Α
	symmetric control travel		control travel	

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



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

Certificate EN

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

AIR TURQUOISE SA certified by

ISO 9001
BUREAU VERITAS
Certification

Certification number	
Manufacturer	
Glider model	. Argos M-L
Category	. C
Maximum weight in flight (kg)	.100 kg
Minimum weight in flight (kg)	.85 kg
Glider's weight (kg)	.4.5 kg

Date of flight test

 Flight tests
 19. 11. 2013

 Serial number
 1360-11-1049

Villeneuve, 16. 12. 2013



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

AIR TURQUOISE SA certified by





16, 12, 2013

Class: C

In accordance with EN standards 926-2:2005 & 926-1:2006: PG_0846.2013

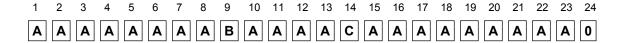
Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Model: Argos M-L

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	100	Range of speed system (cm)	17
Minimum weight in flight (kg)	85	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.5	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	32
Projected area (m2)	22.2		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness used for testing (max weight) Harness type	ABS	every 24 months or every 100 flying hours	
• • • • • • • • • • • • • • • • • • • •	ABS Sup'Air	. ,	
Harness type		every 24 months or every 100 flying hours	
Harness type Harness brand	Sup'Air Altiplume	every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the	
Harness type Harness brand Harness model	Sup'Air Altiplume M	every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the	



AIR TURQUOISE SA certified by

Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG_0846.2013
Address Okružní 39 Date of flight test 19. 11. 2013

73911 Frýdlant nad Ostravicí

Czech Republic

Representative None Place of test Villeneuve

Glider model Argos M-L Classification C

Trimmer no

Tillilline 110				
Test pilot	Thurnheer Claude		Zoller Alain	
-	Sky Paragliders - Skywish		Sup'Air - Altiplume M	
Total weight in flight (kg)	, ,		100	
1. Inflation/Take-off	A		100	
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique required	No	Α	No	Α
2. Landing	A			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	A			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	Α			
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 60 cm	Α	Increasing / greater than 60 cm	Α
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	Α			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn	В			
Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front collapse	A			
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α

Dive forward angle on exit / Change of course Dive forward 0° to 30° / Keeping A Dive forward 0° to 30° / Keeping course Dive forward 0° to 30° / Keeping course	д А
Cascade occurs No A No	Α
11. Exiting deep stall (parachutal stall)	
Deep stall achieved Yes A Yes	Α
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° A Dive forward 0° to 30°	Α
Change of course Changing course less than 45° A Changing course less than 45°	Α
Cascade occurs No A No	Α
12. High angle of attack recovery	
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s	Α
Cascade occurs No A No	Α
13. Recovery from a developed full stall A	, , , , , , , , , , , , , , , , , , ,
Dive forward 0° to 30° A Dive forward 0° to 30°	Α
Collapse No collapse A No collapse	A
	A
	A
Line tension Most lines tight A Most lines tight	Α
14. Asymmetric collapse C	
With 50% collapse	
Change of course until re-inflation / Maximum dive forward or roll angle angle of to 15° Less than 90° / Dive or roll angle A Less than 90° / Dive or roll angle to 15°	e 0° A
Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation	Α
Total change of course Less than 360° A Less than 360°	Α
Collapse on the opposite side occurs No A No	Α
Twist occurs No A No	Α
Cascade occurs No A No	Α
With 75% collapse	
Change of course until re-inflation / Maximum dive forward or roll angle 90° to 180° / Dive or roll angle B 90° to 180° / Dive or roll angle 15° to 45° B 90° to 180° / Dive or roll angle 10° to 45°	5° B
Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation	Α
Total change of course Less than 360° A Less than 360°	Α
Collapse on the opposite side occurs No A No	Α
Twist occurs No A No	Α
Cascade occurs No A No	Α
With 50% collapse and accelerator	, ,
Change of course until re-inflation / Maximum dive forward or roll angle Less than 90° / Dive or roll angle Less than 90° / Dive or roll angle 15° to 45° Less than 90° / Dive or roll angle 15° to 45°	e A
Re-inflation behaviour Spontaneous re-inflation A 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 75% collapse and accelerator	F° C
Change of course until re-inflation / Maximum dive forward or roll angle 90° to 180° / Dive or roll angle C 90° to 180° / Dive or roll angle 45° to 60° to 60°	15° C
Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation	Α
Total change of course Less than 360° A Less than 360°	Α
Collapse on the opposite side occurs No A No	Α
Twist occurs No A No	Α
Cascade occurs No A No	Α
15. Directional control with a maintained asymmetric A collapse	
Able to keep course Yes A Yes	Α
180° turn away from the collapsed side possible in 10 s Yes A Yes	Α
Amount of control range between turn and stall or spin More than 50 % of the A More than 50 % of the symmetre	ic A
symmetric control travel control travel	

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





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

Certificate EN

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



 Certification number
 PG_0820.2013

 Manufacturer
 Sky Paragliders a.s.

 Glider model
 Argos L

 Category
 C

 Maximum weight in flight (kg)
 110 kg

 Minimum weight in flight (kg)
 95 kg

 Glider's weight (kg)
 4.65 kg

Date of flight test

 Flight tests
 18. 11. 2013

 Serial number
 1361-11-0007

Villeneuve, 16. 12. 2013



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

16, 12, 2013

AIR TURQUOISE SA certified by





Class: C

In accordance with EN standards 926-2:2005 & 926-1:2006: PG_0820.2013

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Model: Argos L

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	110	Range of speed system (cm)	17
Minimum weight in flight (kg)	95	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.65	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	31
Projected area (m2)	22.97		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 24 months or every 100 flying hours	
Harness brand	Sup'Air	Warning! Before use refer to user's manual	
Harness model	Access M	Person or company having presented the glider for testing: None	
Harness to risers distance (cm)	49		
Distance between risers (cm)	46		







AIR TURQUOISE SA certified by

Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG_0820.2013
Address Okružní 39 Date of flight test 18. 11. 2013

73911 Frýdlant nad Ostravicí

Czech Républic

Representative None Place of test Villeneuve

Glider model Argos L Classification C

Trimmer no

Test pilot	Thurnheer Claude	Berruex Gilles
Harness	Niviuk - Hamak M	Sup'Air - Access M
Total weight in flight (kg)	90	110
Inflation/Take-off	A	
sing behaviour	Smooth, easy and constant rising A	Smooth, easy and consta

30			
A			
Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
No	Α	No	Α
A			
No	Α	No	Α
A			
Yes	Α	Yes	Α
Yes	Α	Yes	Α
Less than 25 km/h	Α	Less than 25 km/h	Α
A			
not available	0	not available	0
Increasing / greater than 60 cm	Α	not available	0
not available	0	Increasing / greater than 65 cm	Α
A			
Dive forward less than 30°	Α	Dive forward less than 30°	Α
No	Α	No	Α
Α			
No	Α	No	Α
Α			
A Reducing	Α	Reducing	Α
	Α	Reducing	Α
Reducing	A A	Reducing Spontaneous exit	A
Reducing A		,	
Reducing A Spontaneous exit		,	
Reducing A Spontaneous exit B	Α	Spontaneous exit	Α
Reducing A Spontaneous exit B More than 14 m/s	Α	Spontaneous exit	Α
Reducing A Spontaneous exit B More than 14 m/s A	A B	Spontaneous exit More than 14 m/s	В
Reducing A Spontaneous exit B More than 14 m/s A Rocking back less than 45°	A B	Spontaneous exit More than 14 m/s Rocking back less than 45°	A B A
Reducing A Spontaneous exit B More than 14 m/s A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping	A B A	Spontaneous exit More than 14 m/s Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping	A B A A
Reducing A Spontaneous exit B More than 14 m/s A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping course	A B A A	Spontaneous exit More than 14 m/s Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping course	A B A A
Reducing A Spontaneous exit B More than 14 m/s A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping course	A B A A	Spontaneous exit More than 14 m/s Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping course	A B A A
	Smooth, easy and constant rising No A No A Yes Yes Less than 25 km/h A not available Increasing / greater than 60 cm not available A Dive forward less than 30° No A	Smooth, easy and constant rising A No A A No A Yes A Less than 25 km/h A A not available 0 Increasing / greater than 60 cm A Dive forward less than 30° A No A A	Smooth, easy and constant rising A Smooth, easy and constant rising No A No A No A No A Yes Yes A Yes Less than 25 km/h A Less than 25 km/h A not available 0 not available Increasing / greater than 60 cm A not available not available 0 Increasing / greater than 65 cm A Dive forward less than 30° A Dive forward less than 30° No A No

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	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
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A	, ,		, ,
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	A
Rocking back	Less than 45°	Α	Less than 45°	Α
	Most lines tight			A
Line tension	<u> </u>	Α	Most lines tight	A
14. Asymmetric collapse With 50% collapse	С			
•	Lass than 00° / Division and language	۸	Long them 00° / Diverge and Long to 0°	^
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	А	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse	140		110	^
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	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 No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
	140	^	NO	^
With 50% collapse and accelerator Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	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°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse and accelerator	140	^	NO	^
Change of course until re-inflation / Maximum dive forward or	90° to 180° / Dive or roll angle	В	180° to 360° / Dive or roll angle 45°	С
roll angle	15° to 45°	ь	to 60°	C
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	Yes, no turn reversal	С
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	Α			
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	Α	More than 50 % of the symmetric	Α
Q	symmetric control travel		control travel	

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





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

Certificate EN

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



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

Date of flight test

Flight tests	
Load test	

Villeneuve, 16. 12. 2013



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

AIR TURQUOISE SA certified by





Class: C

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

Date of issue (DMY):

PG_0821.2013 16. 12. 2013

Manufacturer: Sky Paragliders a.s.

Model: Argos L-XL

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	120	Range of speed system (cm)	17
Minimum weight in flight (kg)	105	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.8	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	32
Projected area (m2)	23.78		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 24 months or every 100 flying hours	
Harness brand	Gin Gliders	Warning! Before use refer to user's manual	
Harness model	Gingo 2 L	Person or company having presented the glider for testing: None	
Harness to risers distance (cm)	49		
Distance between risers (cm)	46		







AIR TURQUOISE SA certified by

Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG_0821.2013
Address Okružní 39 Date of flight test 18. 11. 2013

73911 Frýdlant nad Ostravicí

Czech Republic

Representative None Place of test Villeneuve

Glider model Argos L-XL Classification C

Trimmer no

Test pilot Thurnheer Claude Zoller Alain
Harness Niviuk - Hamak M Gin Gliders - Gingo 2 L

	- · · · · · · · · · · · · · · · · · · ·			
Total weight in flight (kg) 105		120	
1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique required	No	Α	No	Α
2. Landing	Α			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	A			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	Α			
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	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	Increasing / greater than 65 cm	Α	Increasing / greater than 65 cm	Α
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	A			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour in a steeply banked turn	В			
Sink rate after two turns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front collapse	A			
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	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
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α
Rocking back	Less than 45°	Α	Less than 45°	Α
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	С		•	
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	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°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 45° to 60°	С	Less than 90° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	Α			
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	Α	More than 50 % of the symmetric	Α
	symmetric control travel		control travel	

16. Trim speed spin tendency	A			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	A			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	Α			
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	A			
Entry procedure	Standard technique	Α	Standard technique	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	A			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	17		22	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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				