AIR TURQUOISE SA certified by



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

PG_0449.2011

22.07.2011

ISO 9001 **BUREAU VERITAS**

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s. Antea 2 S

Model:

Class:

Serial number:

Configuration during flight tests

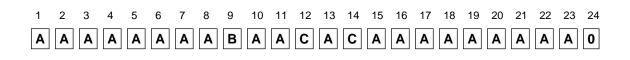
Paraglider

i alagiluei	
Maximum weight in flight (kg)	80
Minimum weight in flight (kg)	60
Glider's weight (kg)	4.5
Number of risers	4
Projected area (m2)	20.15
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Sup' Air
Harness model	Altiplume
	S
Harness to risers distance (cm)	49
Distance between risers (cm)	42

Accessories

Range of speed system (cm)	17
Speed range using brakes (km/h)	15
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	30

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



paragliding by air turquoise

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> 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_0449.2011
Manufacturer	Sky Paragliders a.s.
Glider model	Antea 2 S
Category	C
Maximum weight in flight (kg).	80 kg
Minimum weight in flight (kg)	60 kg
Glider's weight (kg.).	4.5 kg

Date of flight test

Flight tests	07. 07. 2011
Serial number	M1155-11-0469

Best Regards,

Alain Zoller 1/

Randi Eriksen

RandiErikon

Sky Paragliders a.s.

73911 Frýdlant nad Ostravicí

Okružní 39

PG_0449.2011

07.07.2011

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer

Address

Entry

Recovery

	Czech Republic				
Representative	None	Place of test		Villeneuve	
Glider model	Antea 2 S	Classification		С	
Trimmer	no				
	Test nilot	Dupont Philippe		Thurnheer Claude	
	•				
		Sup'Air - Altiplume S		Sup' Air - Altiplume S	
1. Inflation/Take-off	Total weight in flight (kg)			80	
		A Smooth pasy and constant rising	Δ	Smooth, oasy and constant rising	٨
Rising behaviour	aquirad	Smooth, easy and constant rising No	A	Smooth, easy and constant rising No	A A
Special take off technique r 2. Landing	equired	A	A	NO	A
Special landing technique r	equired	No	А	No	А
		A	Ā	NO	~
3. Speed in straight flight Trim speed more than 30 k		Yes	А	Yes	۸
Speed range using the cont		Yes	A	Yes	A A
Minimum speed		Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement		A	A		~
Max. weight in flight up to 8	R0 ka				
Symmetric control pressure		Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80 kg t		noredoing / greater than be on			Ŭ
Symmetric control pressure	-	not available	0	Increasing / greater than 60 cm	А
Max. weight in flight greater			Ŭ	holocolly, groater than oo em	
Symmetric control pressure		not available	0	not available	0
5. Pitch stability exiting a		Α	Ū		Ū
Dive forward angle on exit	g	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	A	No	A
•	g controls during accelerated	A			
flight	g				
Collapse occurs		No	А	No	А
7. Roll stability and damp	ing	A			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spira	ls	A			
Tendency to return to straig	ght flight	Spontaneous exit	А	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 colla	pse	Α			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit /	Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	А	No	А
With accelerator					
Entr.		Dealing healt less than 45%	۸	Dealing healt less than 45%	^

Rocking back less than 45°

Spontaneous in less than 3 s

А

А

Certification number

Date of flight test

А

А

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	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	С			
Recovery	Spontaneous in 3 s to 5 s	С	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	C		Ŭ	
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
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	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	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	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	A	Yes, no turn reversal	С
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric	A	73		Л
collapse				
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

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



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AIR TURQUOISE SA certified by



Class:

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

Date of issue (DMY):

Harness to risers distance (cm)

Distance between risers (cm)

Manufacturer: Sky Paragliders a.s.

Antea 2 M

Model:

Serial number:

Configuration during flight tests

Paraglider Accessories Maximum weight in flight (kg) 120 Range of speed system (cm) Minimum weight in flight (kg) 75 Speed range using brakes (km/h) Glider's weight (kg) 4.7 Range of trimmers (cm) Number of risers 4 Total speed range with accessories (km/h) Projected area (m2) 21.83 Harness used for testing (max weight) Inspections (whichever happens first) ABS Harness type every 12 months or every 100 flights 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

49

46

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

PARADLIDERS

17

15

0

31

PG_0436.2011 27. 06. 2011

paragliding by air turquoise

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

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

Certificate EN

para-test.com

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_0436.2011
Manufacturer	Sky Paragliders a.s.
Glider model	Antea 2 M
Category	C
Maximum weight in flight (kg).	120 kg
Minimum weight in flight (kg)	75 kg
Glider's weight (kg)	4.7 kg

Date of flight test

Flight tests	. 13. 05. 2011
Serial number	. m 1153 11 0261

Best Regards,

A Alain Zoller

Randi Eriksen

RandiEiiko

Sky Paragliders a.s.

Okružní 39

PG_0436.2011

13.05.2011

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer

Address

Address	Okružní 39 73911 Frýdlant nad Ostravici Czech Republic	Date of flight test		13. 05. 2011	
Representative	None	Place of test		Villeneuve	
Glider model	Antea 2 M	Classification		С	
Trimmer	no				
	Test pilot	Thurnheer Claude		Zoller Alain	
	Harness	Sup' Air - Altiplume S		Gin Gliders - Gingo 2 L	
	Total weight in flight (kg)	75		120	
1. Inflation/Take-off	0 0 00	Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique r	equired	No	А	No	А
2. Landing		Α			
Special landing technique r	equired	No	А	No	Α
3. Speed in straight flight		В			
Trim speed more than 30 ki	n/h	Yes	А	Yes	А
Speed range using the cont	rols larger than 10 km/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В
4. Control movement		С			
Max. weight in flight up to 8	0 kg				
Symmetric control pressure	/ travel	Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80 kg t					
Symmetric control pressure		not available	0	not available	0
Max. weight in flight greater	-				•
Symmetric control pressure		not available	0	Increasing / 50 cm to 65 cm	С
5. Pitch stability exiting a	ccelerated flight	A Diversities there are the second	•	Disc (an and here there are	•
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	a control oduring coorderated	No A	A	No	A
flight	g controls during accelerated	A			
Collapse occurs		No	А	No	А
7. Roll stability and damp	ing	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spira	ls	Α			
Tendency to return to straig	ht flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply	banked turn	В			
Sink rate after two turns		More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front collap	ose	С			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	Α
Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	A
Dive forward angle on exit /	Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	А	No	А
With accelerator					
Entry		Rocking back less than 45°	A	Rocking back greater than 45°	С
D		Consider a sure in 1 (b 0)	^	Constant and the later of the set O re-	

Spontaneous in less than 3 s

Certification number

Date of flight test

Recovery

А

A Spontaneous in less than 3 s

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

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



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Class:

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Antea 2 L

Model:

Serial number:

Configuration during flight tests

Paraglider Accessories Maximum weight in flight (kg) 135 Range of speed system (cm) Minimum weight in flight (kg) 90 Speed range using brakes (km/h) Glider's weight (kg) 4.9 Range of trimmers (cm) Total speed range with accessories (km/h) Number of risers 4 Projected area (m2) 23.39 Harness used for testing (max weight) Inspections (whichever happens first) Harness type ABS every 12 months or every 100 flights

riamess type	ADO	every 12 months of every 100 mgms
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	

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

PG 0437.2011 27.06.2011

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> 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_0437.2011
Manufacturer	Sky Paragliders a.s.
Glider model	Antea 2 L
Category	С
Maximum weight in flight (kg).	135 kg
Minimum weight in flight (kg)	90 kg
Glider's weight (kg)	4.9 kg

Date of flight test

Flight tests	. 13. 05. 2011
Serial number	. M 1153 11 0321
Load test	. 16. 04. 2011
Serial number	. 2011-04-11-0309

Best Regards,

Alain Zoller

Randi Eriksen Randi Eriksa

para-test.com paragliding by air turquoise

Sky Paragliders a.s.

73911 Frýdlant nad Ostravicí

Okružní 39

PG_0437.2011

13.05.2011

AIR TURQUOISE SA certified by



А

А

А

Flight test report: EN

Manufacturer

Address

	Czech Republic	1			
Representative	None	Place of test		Villeneuve	
Glider model	Antea 2 L	Classification		C	
Trimmer		Classification		3	
IIIIIIIei	no				
	Test pilot	Thurnheer Claude		Zoller Alain	
	Harness	Niviuk Gliders - Hamak M		Gin Gliders - Gingo 2 L	
	Total weight in flight (kg)	90		135	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off techniqu	e required	No	А	No	А
2. Landing		Α			
Special landing techniqu	e required	No	А	No	А
3. Speed in straight flig	Jht	В			
Trim speed more than 30) km/h	Yes	А	Yes	А
Speed range using the c	ontrols larger than 10 km/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В
4. Control movement		С			
Max. weight in flight up t	o 80 kg				
Symmetric control press	ure / travel	not available	0	not available	0
Max. weight in flight 80 k	kg to 100 kg				
Symmetric control press	ure / travel	Increasing / greater than 60 cm	А	not available	0
Max. weight in flight grea	ater than 100 kg				
Symmetric control press	ure / travel	not available	0	Increasing / 50 cm to 65 cm	С
5. Pitch stability exiting	g accelerated flight	Α			
Dive forward angle on ex	kit	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	А	No	А
6. Pitch stability operat flight	ting controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and dar	nping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle sp	irals	Α			
Tendency to return to str	aight flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steep	ly banked turn	В			
Sink rate after two turns		More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front co	llapse	Α			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on ex	kit / Change of course	Dive forward 0° to 30° / Keeping	А	Dive forward 0° to 30° / Keeping	А

course

Rocking back less than 45°

Spontaneous in less than 3 s

No

Certification number

Date of flight test

Cascade occurs With accelerator Entry Recovery

Rocking back less than 45°

Spontaneous in less than 3 s

А No

А

А

course

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

16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Standard technique	А	Standard technique	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	Α			
Entry procedure	Standard technique	А	Standard technique	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	17		26	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				



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

AIR TURQUOISE SA certified by





Class:

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

Date of issue (DMY):

Distance between risers (cm)

Manufacturer: Sky Paragliders a.s. Antea 2 XL

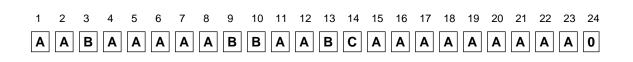
Model:

Serial number:

Configuration during flight tests

Paraglider Accessories Maximum weight in flight (kg) 145 Range of speed system (cm) 17 Minimum weight in flight (kg) 105 Speed range using brakes (km/h) 15 Glider's weight (kg) 5.1 Range of trimmers (cm) 0 Number of risers 4 Total speed range with accessories (km/h) 31 Projected area (m2) 25.34 Harness used for testing (max weight) Inspections (whichever happens first) ABS Harness type every 24 months 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

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PG 0450.2011 22.07.2011

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

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_0450.2011
Manufacturer	Sky Paragliders a.s.
Glider model	Antea 2 XL
Category	C
Maximum weight in flight (kg)	. 145 kg
Minimum weight in flight (kg)	. 105 kg
Glider's weight (kg)	. 5 .1 kg

Date of flight test

Flight tests	. 10. 06. 2011
Serial number	M-1195-11-0472

Best Regards,

Alain Zoller

Randi Eriksen

Kandi Enter



Sky Paragliders a.s.

73911 Frýdlant nad Ostravicí

Okružní 39

PG_0450.2011

10.06.2011

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer

Address

	Czech Republic	I			
Representative	None	Place of test		Villeneuve	
Glider model	Antea 2 XL	Classification		C	
		Classification		C	
Trimmer	no				
	Test pilot	Berruex Gilles		Zoller Alain	
		Gin Gliders - Gingo 2 L		Gin Gliders - Gingo 2 L	
	Total weight in flight (kg)	-		145	
1. Inflation/Take-off		A		145	
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique	required	No	A	No	A
2. Landing		A			
Special landing technique	required	No	А	No	А
3. Speed in straight fligh		В			
Trim speed more than 30		Yes	А	Yes	А
	ntrols larger than 10 km/h	Yes	А	Yes	А
Minimum speed	5	25 km/h to 30 km/h	в	25 km/h to 30 km/h	в
4. Control movement		A			
Max. weight in flight up to	80 kg				
Symmetric control pressu	re / travel	not available	0	not available	0
Max. weight in flight 80 kg	g to 100 kg				
Symmetric control pressu	re / travel	not available	0	not available	0
Max. weight in flight great	ter than 100 kg				
Symmetric control pressu	re / travel	Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
5. Pitch stability exiting	accelerated flight	Α			
Dive forward angle on exi	t	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	А	No	А
	ng controls during accelerated	Α			
flight		No	۸	No	^
Collapse occurs	ning	No A	A	No	A
7. Roll stability and dam Oscillations	iping	Reducing	А	Reducing	А
8. Stability in gentle spir	rale	A	A	Reducing	A
Tendency to return to stra		Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply		B	Λ		Α
Sink rate after two turns		12 m/s to 14 m/s	А	More than 14 m/s	В
10. Symmetric front coll	apse	B			2
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 exi	t / Change of course	Dive forward 0° to 30° / Keeping	A	Dive forward 0° to 30° / Keeping	A
	~ -	course		course	
Cascade occurs		No	A	No	А

Rocking back less than 45°

Spontaneous in less than 3 s

А

А

Certification number

Date of flight test

With accelerator Entry Recovery

А

А

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

16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Standard technique	Α	Standard technique	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	A			
Entry procedure	Standard technique	Α	Standard technique	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral	А			
Tendency to return to straight flight	Spontaneous exit	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]	15		20	
23. Alternative means of directional control	А			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				

para-test.com paragliding by air turquoise

Load test report EN

The model describe hereafter is in conformity with the load and shock tests carried out by: para-test.com, official test laboratory of Switzerland EN 926-1:2006

AIR	TURQUOISE	SA	certified	by



Manufacturer	Sky Paragliders a.s.
Glider model	Antea 2 L
Max. load (kg)	153 kg



Shock test 1000 daN

The model had no appearant damages to question its airworthiness.

Mechanical resistance test

The model had been tested to 8G of it's total weight in flight during 3 sec

Villeneuve, 16. 04. 2011

Alain Zoller

Air Turquoise Homologations LOAD DIAGRAM

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

