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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_0436.2011

Date of issue (DMY): 27. 06. 2011

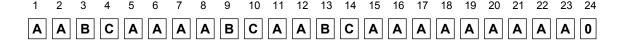
Manufacturer: Sky Paragliders a.s.

Model: Antea 2 M

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	120	Range of speed system (cm)	17
Minimum weight in flight (kg)	75	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.7	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	31
Projected area (m2)	21.83		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	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	
Harness to risers distance (cm)	49		
Distance between risers (cm)	46		







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



Date of flight test

Best Regards,

Alain Zoller

Randi Eriksen

RandiEihn





AIR TURQUOISE SA certified by

Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG_0436.2011
Address Okružní 39 Date of flight test 13. 05. 2011

73911 Frýdlant nad Ostravicí

Czech Republic

Representative None Place of test Villeneuve

Glider model Antea 2 M Classification C

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
. Inflation/Take-off		Α	
ising behaviour		Smooth, easy and constant rising A	Smooth, easy and constant ris

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	В			
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	25 km/h to 30 km/h	В
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	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / 50 cm to 65 cm	С
5. Pitch stability exiting accelerated flight	Α			
Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
Collapse occurs 6. Pitch stability operating controls during accelerated flight	A A	Α	No	Α
6. Pitch stability operating controls during accelerated		A	No	A
6. Pitch stability operating controls during accelerated flight	A			
Pitch stability operating controls during accelerated flight Collapse occurs	A No		No	
Pitch stability operating controls during accelerated flight Collapse occurs Roll stability and damping	A No A	Α	No	A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations	A No A Reducing	Α	No	A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations 8. Stability in gentle spirals	A No A Reducing A	A	No Reducing	A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations 8. Stability in gentle spirals Tendency to return to straight flight	A No A Reducing A Spontaneous exit	A	No Reducing	A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations 8. Stability in gentle spirals Tendency to return to straight flight 9. Behaviour in a steeply banked turn	A No A Reducing A Spontaneous exit B	A A	No Reducing Spontaneous exit	A A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations 8. Stability in gentle spirals Tendency to return to straight flight 9. Behaviour in a steeply banked turn Sink rate after two turns	A No A Reducing A Spontaneous exit B More than 14 m/s	A A	No Reducing Spontaneous exit	A A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations 8. Stability in gentle spirals Tendency to return to straight flight 9. Behaviour in a steeply banked turn Sink rate after two turns 10. Symmetric front collapse	A No A Reducing A Spontaneous exit B More than 14 m/s C	A A A	No Reducing Spontaneous exit More than 14 m/s	A A A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations 8. Stability in gentle spirals Tendency to return to straight flight 9. Behaviour in a steeply banked turn Sink rate after two turns 10. Symmetric front collapse Entry	A No A Reducing A Spontaneous exit B More than 14 m/s C Rocking back less than 45°	A A B	No Reducing Spontaneous exit More than 14 m/s Rocking back less than 45°	A A B A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations 8. Stability in gentle spirals Tendency to return to straight flight 9. Behaviour in a steeply banked turn Sink rate after two turns 10. Symmetric front collapse Entry Recovery	A No A Reducing A Spontaneous exit B More than 14 m/s C Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping	A A B A A	No Reducing 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 A B A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations 8. Stability in gentle spirals Tendency to return to straight flight 9. Behaviour in a steeply banked turn Sink rate after two turns 10. Symmetric front collapse Entry Recovery Dive forward angle on exit / Change of course	A No A Reducing A Spontaneous exit B More than 14 m/s C Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping course	A A B A A	No Reducing 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 A B A A
6. Pitch stability operating controls during accelerated flight Collapse occurs 7. Roll stability and damping Oscillations 8. Stability in gentle spirals Tendency to return to straight flight 9. Behaviour in a steeply banked turn Sink rate after two turns 10. Symmetric front collapse Entry Recovery Dive forward angle on exit / Change of course Cascade occurs	A No A Reducing A Spontaneous exit B More than 14 m/s C Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° / Keeping course	A A B A A	No Reducing 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 A B A A

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 0° to 30°	Α	Dive forward 30° to 60°	В
Collapse	No collapse	Α	No collapse	A
	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 15° to 45°	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	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	Less than 90° / Dive or roll angle 15° to 45°	Α	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	^
•	00° to 190° / Divo or roll angle	Ь	00° to 190° / Dive or roll angle 60°	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 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	A			
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	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]	16		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				

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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):

PG_0437.2011 27. 06. 2011

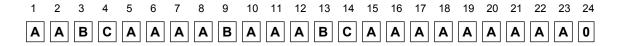
Manufacturer: Sky Paragliders a.s.

Antea 2 L Model:

Serial number:

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	135	Range of speed system (cm)	17
Minimum weight in flight (kg)	90	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.9	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	31
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	
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		







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_0437.2011
Manufacturer	Sky Paragliders a.s.
Glider model	Antea 2 L
Category	>
Maximum weight in flight (kg)	35 kg
Minimum weight in flight (kg)	00 kg
Glider's weight (kg.)	.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 Eriksen





AIR TURQUOISE SA certified by

Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG_0437.2011
Address Okružní 39 Date of flight test 13. 05. 2011

73911 Frýdlant nad Ostravicí

Czech Républic

Representative None Place of test Villeneuve

Glider model Antea 2 L Classification C

Trimmer no

Test pilot	Thurnheer Claude	Zoller Alain
Harness	Niviuk Gliders - Hamak M	Gin Gliders - Gingo 2 L
Total weight in flight (kg)	90	135

Total weight in flight (kg)	90		135	
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	В			
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	25 km/h to 30 km/h	В
4. Control movement	С			
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	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / 50 cm to 65 cm	С
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	Α			
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

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)	Α			
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 0° to 30°	Α	Dive forward 30° to 60°	В
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	C		eet iii.ee ag.iit	
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°	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				
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
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	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	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 symmetric control travel	Α	More than 50 % of the symmetric control travel	Α

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]	17		26	
23. Alternative means of directional control	Α			
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				





AIR TURQUOISE SA certified by



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

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

