ANAH15







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

Certificate

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



 Certification number
 PG_0198.2008

 Manufacturer
 Sky Paragliders a.s.

 Glider model
 Anakis S

 Category
 B

 Maximum weight in flight (kg)
 80 kg

 Minimum weight in flight (kg)
 60 kg

 Glider's weight (kg)
 4.4 kg

Date of flight test

Best Regards,

Alain Zoller

Randi Eriksen

Randi Fileren

para-test.com



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Class: B

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

Date of issue (DMY):

PG_0198.2008

05. 03. 2009

Manufacturer: Sky Paragliders a.s.

Model: Anakis S

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	80	Range of speed system (cm)	15
Minimum weight in flight (kg)	60	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)	27
Projected area (m2)	20.69		
Harness used for testing (max weight)		Inspections (whichever happens first)	
riarriess used for testing (max weight)		mapeonona (willonever happens mar)	
Harness type	ABS	12 months or 100 flights	
	ABS Sup'Air	. , ,	
Harness type		12 months or 100 flights	
Harness type Harness brand	Sup'Air Altiplume	12 months or 100 flights Warning! Before use refer to user's manual Person or company having presented the	
Harness type Harness brand Harness model	Sup'Air Altiplume M	12 months or 100 flights Warning! Before use refer to user's manual Person or company having presented the	





Flight test report



Manufacturer **Sky Paragliders a.s.** Certification number PG_0198.2008 Address Okružní 39 Date of flight test 08. 01. 2009

73911 Frýdlant nad Ostravicí

Czech Republic

Representative None Place of test Villeneuve

Glider model Anakis S Classification B

Trimmer no

Test pilotFukuoka SeikoThurnheer ClaudeHarnessSup'Air - Altiplume SSup'Air - Altiplume M

	oup All Allipianie o		Sup All Allipiditie W	
Total weight in flight (kg)	60		80	
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	Α			
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 / 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°	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	Up to 12 m/s	Α	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
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	В			
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	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 50% collapse and accelerator				
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 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 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
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	Α			
Spin occurs	No	Α	No	Α
18. Recovery from a developed spin	A			
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	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
21. Big ears in accelerated flight	В			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Recovery through pilot action in less than a further 3 s	В	Spontaneous in 3 s to 5 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]	13		18	
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				





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

Certificate

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



Certification number	.PG_0193.2008
Manufacturer	Sky Paragliders a.s.
Glider model	Anakis M
Category	.В
Maximum weight in flight (kg)	.95 kg
Minimum weight in flight (kg)	.75 kg
Glider's weight (kg.)	.4.6 kg

Date of flight test

 Flight tests
 28. 11. 2008

 Serial number
 2008_08_11_0694

Best Regards,

Alain Zoller

Randi Eriksen

para-test.com



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





Class: B

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

Date of issue (DMY):

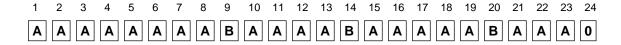
PG_0193.2008 05. 03. 2009

Manufacturer: Sky Paragliders a.s.

Model: Anakis M

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	95	Range of speed system (cm)	15
Minimum weight in flight (kg)	75	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.6	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	27
Projected area (m2)	22.38		
Harness used for testing (max weight)		Inspections (whichever happens first)	
riarriess asea for testing (max weight)		mapections (whichever happens mat)	
Harness type	ABS	12 months or 100 flights	
• • • • • • • • • • • • • • • • • • • •	ABS Gin Gliders	. , ,	
Harness type	_	12 months or 100 flights	
Harness type Harness brand	Gin Gliders	12 months or 100 flights Warning! Before use refer to user's manual Person or company having presented the	
Harness type Harness brand Harness model	Gin Gliders Genie III M	12 months or 100 flights Warning! Before use refer to user's manual Person or company having presented the	





Flight test report



Sky Paragliders a.s. Certification number PG 0193.2008 Manufacturer Address Okružní 39 Date of flight test 28. 11. 2008

73911 Frýdlant nad Ostravicí

Czech Republic

Paux Alexandre Representative Place of test Villeneuve

Glider model **Anakis M** Classification В

Trimmer no

> Test pilot Fukuoka Seiko Thurnheer Claude

Gin Gliders - Genie III M Harness Advance - Success 2 S

Total weight in flight (kg)	75		95	
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	Α			
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 / 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°	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	12 m/s to 14 m/s	Α	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
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	В			
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	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 50% collapse and accelerator				
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 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 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
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	A	Yes	A
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	A			
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	В			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in 3 s to 5 s	В	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	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while 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		16	
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				





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

Certificate

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



Certification numberPG_0194.2008ManufacturerSky Paragliders a.s.Glider modelAnakis LCategoryBMaximum weight in flight (kg)110 kgMinimum weight in flight (kg)90 kgGlider's weight (kg)4.85 kg

Date of flight test

Best Regards,

Alain Zoller

Randi Eriksen

Randi Erksen

para-test.com



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





Class: B

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

Date of issue (DMY):

PG_0194.2008

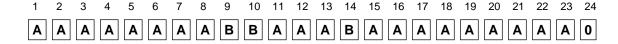
05.03.2009

Manufacturer: Sky Paragliders a.s.

Model: Anakis L

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	110	Range of speed system (cm)	15
Minimum weight in flight (kg)	90	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.85	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	27
Projected area (m2)	23.86		
Harness used for testing (max weight)		Inspections (whichever happens first)	
• • • • • • • • • • • • • • • • • • • •			
Harness type	ABS	12 months or 100 flights	
Harness type Harness brand	ABS Sup'Air	12 months or 100 flights Warning! Before use refer to user's manual	
**	_	Warning! Before use refer to user's manual	
Harness brand	Sup'Air	Warning! Before use refer to user's manual Person or company having presented the	
Harness brand Harness model	Sup'Air Altiplume L	Warning! Before use refer to user's manual Person or company having presented the	





Flight test report



Manufacturer Sky Paragliders a.s. Certification number PG_0194.2008
Address Okružní 39 Date of flight test 17. 11. 2008

73911 Frýdlant nad Ostravicí

Czech Republic

Representative Paux Alexandre Place of test Villeneuve

Glider model Anakis L Classification B

Trimmer no

Test pilotThurnheer ClaudeZoller AlainHarnessSky paragliders - Revel II MSup'Air - Altiplume L

Total weight in flight (kg) 90 110

Total weight in flight (kg)	90		110	
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	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	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	Α
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
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	В			
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 30° to 60° / Keeping course	В
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	В			
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 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 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
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

Spin occurs	17. Low speed spin tendency	A			
Spin rotation angle after release Stops spinning in less than 90° A No A N	Spin occurs	No	Α	No	Α
A 19. B-line stall A 19. B-line stall A 19. B-line stall Change of course before release Changing course less than 45° A 2 Changing course less than 45° A 3 Changing course less than 3 s 4 Dive forward 0° to 30° A 5 Changing course less than 3 s 4 Changing course decided controls A 4 Changing course decided controls A 4 Changing course decided controls A 5 Changing course decided controls A 5 Changing course decided controls A 6 Changing course in less than 3 s 4 Changing course course decided controls A 6 Changing course course decided controls A 6 Changing course in less than 3 s 4 Changing course course decided controls A 6 Changing course course decided controls A 6 Changing course course decided control A 6 Changing course course decided control course decided contro	18. Recovery from a developed spin	Α			
The stall of Change of course before release Changing course less than 45° A Changing course less than 3 s A Changing course course less than 3 s A Changing the 50° A Changing course course less than 3 s A Changing course less than 3 s A Changing course less than 3 s A Changing course course less than 4 a Changing	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Change of course before release Remains stable with straight span Recovery Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Dedicated controls A Dedicated controls A Dedicated controls A Stable flight A Stable flight A Dive forward 0° to 30° A Di	Cascade occurs	No	Α	No	Α
Behaviour before release Remains stable with straight span span Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Dedicated controls A Behaviour during big ears Stable flight A Stable flight A Stable flight A Dive forward 0° to 30° A Dive forward 0°	19. B-line stall	Α			
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0 en exit No A Dive forward 0 en ou 30 A No A N	Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Dive forward angle on exit Cascade occurs No No A No A No A No A No A No A Dive forward 0° to 30° A Cascade occurs No A Dedicated controls A Dedicated controls A Dedicated controls A Dedicated controls A Stable flight A Recovery Spontaneous in less than 3 s Dive forward angle on exit Dive forward 0° to 30° A Dive forward angle on exit Dive forward 0° to 30° A Dive forward o° to 30° A Dive forward 0° to 30° A Dedicated controls A Dive forward 0° to 30° A Dive for	Behaviour before release	<u> </u>	Α	Remains stable with straight span	Α
Cascade occurs No A 20. Big ears A Entry procedure Dedicated controls A Stable flight A Dedicated controls A Stable flight A Stable flight A Dive forward angle on exit Dive forward 0° to 30° A Dedicated controls A Dive forward angle on exit Dive forward 0° to 30° A Dedicated controls A Lest procedure Dedicated controls A Stable flight A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Stable flight A Recovery Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A Stable flight A Spontaneous in less than 3 s A Spontaneous in le	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
20. Big ears A Entry procedure Dedicated controls A Dedicated controls A Sehaviour during big ears Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Dive forward	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Entry procedure Dedicated controls A Dedicated controls A Stable flight A Stab	Cascade occurs	No	Α	No	Α
Behaviour during big ears Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Dedicated controls A Entry procedure Dedicated controls A Dedicated controls A Stable flight A Dive forward 0° to 30° A Dive forwa	20. Big ears	Α			
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward on to 30° A Dive forward 0° to 30° A	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Dive forward angle on exit Dive forward 0° to 30° A Dedicated controls A Stable flight A Stable flight A Stable flight A Stable flight A Dive forward 0° to 30° A Dive	Behaviour during big ears	Stable flight	Α	Stable flight	Α
21. Big ears in accelerated flight Entry procedure Dedicated controls A Dedicated controls A Behaviour during big ears Stable flight A Recovery Spontaneous in less than 3 s A Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears 22. Behaviour exiting a steep spiral A Tendency to return to straight flight Spontaneous exit A Turn angle to recover normal flight Less than 720°, spontaneous recovery Sink rate when evaluating spiral stability [m/s] 16 20 23. Alternative means of directional control A 180° turn achievable in 20 s Stall or spin occurs No A 24. Any other flight procedure and/or configuration described in the user's manual Procedure works as described No Cascade occurs No Cascade occurs No Casments of test pilot A Dive forward 0° to 30° A Dive forward 0° to 3	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Entry procedure Dedicated controls A Dedicated controls A Behaviour during big ears Stable flight A Dive forward on to 30° A Dive forward on to 30° A Dive forward on to 30° A Stable flight A	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour during big ears Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 s Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0°	21. Big ears in accelerated flight	Α			
Recovery Spontaneous in less than 3 s A Dive forward 0° to 30° A Dive f	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Behaviour immediately after releasing the accelerator while maintaining big ears 22. Behaviour exiting a steep spiral A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A Spontaneous exit A Spontaneous exit A Less than 720°, spontaneous recovery Sink rate when evaluating spiral stability [m/s] 16 20 23. Alternative means of directional control A Yes A Yes A Stall or spin occurs No A No A No A No A Poccedure works as described not available not available not available o not available	Behaviour during big ears	Stable flight	Α	Stable flight	Α
Behaviour immediately after releasing the accelerator while maintaining big ears 22. Behaviour exiting a steep spiral A Tendency to return to straight flight Spontaneous exit A Less than 720°, spontaneous exit A Less than 720° A Less than 720° A Less than 72	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Procedure works as described not available for novice pilots 22. Behaviour exiting a steep spiral A A A A A A A A A A A A A	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Tendency to return to straight flight Spontaneous exit A Less than 720°, spontaneous recovery Fecovery Solution A Ves A Yes A Yes A No A No A On of available O not available		Stable flight	Α	Stable flight	Α
Turn angle to recover normal flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous recovery Sink rate when evaluating spiral stability [m/s] 16 20 23. Alternative means of directional control A Yes A Yes A Stall or spin occurs No No A No A 24. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available not available not available o not available	22. Behaviour exiting a steep spiral	Α			
recovery recovery Sink rate when evaluating spiral stability [m/s] 16 20 23. Alternative means of directional control A 180° turn achievable in 20 s Yes A Yes A Stall or spin occurs No A No A 24. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available 0 not available 0 not available 0 Procedure suitable for novice pilots not available 0 not available 0 not available 0 Cascade occurs not available 0 not available 0 not available 0 25. Comments of test pilot	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
23. Alternative means of directional control 180° turn achievable in 20 s Yes A Yes A Stall or spin occurs No No A No 24. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available not available o stall or spin occurs A Yes A Yes A No A 25. Comments of test pilot	Turn angle to recover normal flight		Α		Α
180° turn achievable in 20 s Yes No No A No A No A No A 24. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available not available o not available	Sink rate when evaluating spiral stability [m/s]	16		20	
Stall or spin occursNoANoA24. Any other flight procedure and/or configuration described in the user's manual0Procedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available025. Comments of test pilot	23. Alternative means of directional control	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	180° turn achievable in 20 s	Yes	Α	Yes	Α
described in the user's manual 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	Stall or spin occurs	No	Α	No	Α
Procedure suitable for novice pilots not available 0 not available 0 cascade occurs not available 0 not available 0 not available 0 25. Comments of test pilot		0			
Cascade occurs not available 0 not available 0 25. Comments of test pilot	Procedure works as described	not available	0	not available	0
25. Comments of test pilot	Procedure suitable for novice pilots	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
Comments	25. Comments of test pilot				
	Comments				





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

Certificate

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



Certification number	PG_0199.2008
Manufacturer	Sky Paragliders a.s.
Glider model	Anakis XL
Category	.В
Maximum weight in flight (kg)	.130 kg
Minimum weight in flight (kg)	.105 kg
Glider's weight (kg)	.5.2 kg

Date of flight test

Flight tests	
Load test	

Best Regards,

Alain Zoller

Randi Eriksen

Randi Enloser







Class:

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

Date of issue (DMY):

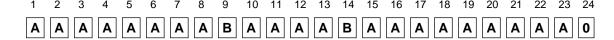
PG_0199.2008 05.03.2009

Manufacturer: Sky Paragliders a.s.

Anakis XL Model:

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	130	Range of speed system (cm)	15
Minimum weight in flight (kg)	105	Speed range using brakes (km/h)	15
Glider's weight (kg)	5.2	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	27
Projected area (m2)	25.8		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	12 months or 100 flights	
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)	46		
Distance between risers (cm)	48		





Flight test report



Manufacturer Sky Paragliders a.s. Certification number PG_0199.2008
Address Okružní 39 Date of flight test 08. 01. 2009

73911 Frýdlant nad Ostravicí

Czech Republic

Representative None Place of test Villeneuve

Glider model Anakis XL Classification B

Trimmer no

Test pilot Thurnheer Claude Zoller Alain

Harness Gin Gliders - Genie III M Niviuk - Hamak M

Total weight in flight (kg) 105

Total weight in flight (kg)	105		130	
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	A			
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	Α			
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 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	В			
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	90° to 180° / Dive or roll angle 15° to 45°	В	180° to 360° / 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
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	Α			
Spin occurs	No	Α	No	Α

A Stops spinning in less than 90° A Stops spinning in less than 90° A No A N	17. Low speed spin tendency	A			
Spin rotation angle after release Stops spinning in less than 90° A No A N	Spin occurs	No	Α	No	Α
A 19. B-line stall A 19. B-line stall A 2	18. Recovery from a developed spin	Α			
A Changing course less than 45° A Changing course less than 45° A Changing course less than 45° A Behaviour before release Remains stable with straight spain A Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A No A No A No A No A No A Recovery Spontaneous in less than 3 s A Dive forward 0° to 30° A No A No A No A No A No A No A Recovery Spontaneous in less than 3 s A Dive forward 0° to 30° A No A No A No A No A No A Recovery Spontaneous in less than 3 s A Stable flight A Stable flight A Spontaneous in less than 3 s A Dive forward 0° to 30° A Dive forward 0°	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Change of course before release Behaviour before release Remains stable with straight span Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Dedicated controls A Dedicated controls A Dive forward 0° to 30° A Dive forward 0° t	Cascade occurs	No	Α	No	Α
Remains stable with straight span A Remains stable with straight span A Span Span Span Span Span Span Span Span	19. B-line stall	Α			
Span Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A No A N	Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Dive forward angle on exit Cascade occurs No No A No A No A No A No A A Cascade occurs No A No A No A No A A Cascade occurs No A A No A A No A A A A A A A A A A A A A	Behaviour before release	<u> </u>	Α	Remains stable with straight span	Α
Cascade occurs No A 20. Big ears A Dedicated controls A Dedicated controls A Stable flight A Recovery Spontaneous in less than 3 s Dive forward angle on exit Dedicated controls A Dive forward angle on exit Dive forward 0° to 30° A Dedicated controls A Dive forward 0° to 30° A Dedicated controls A Stable flight A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Stable flight A Stable fli	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
A Entry procedure Dedicated controls A Dedicated controls A Stable flight A Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A Dive forwa	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Entry procedure Behaviour during big ears Stable flight A Stable flight	Cascade occurs	No	Α	No	Α
Stable flight A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward one to 30° A Dive forward 0° to 30° A Dedicated controls A Dedicated controls A Stable flight A Dive forward angle on exit Dive forward 0° to 30° A Dive	20. Big ears	Α			
Recovery Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward 0° to 30° A	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Dive forward angle on exit Dive forward 0° to 30° A Dedicated controls A Stable flight A Stable flight A Stable flight A Stable flight A Dive forward 0° to 30° A Dive	Behaviour during big ears	Stable flight	Α	Stable flight	Α
21. Big ears in accelerated flight Entry procedure Dedicated controls A Dedicated controls A Stable flight A Stable flight A Stable flight A Stable flight A Dive forward on go and go on exit Dive forward on the stable flight Dive forward on the stable flight A Dive forward on to 30° A Dive f	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Entry procedure Dedicated controls A Dedicated controls A Stable flight A Sta	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour during big ears Stable flight A Stable flight A Stable flight A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A Dive fo	21. Big ears in accelerated flight	Α			
Recovery Spontaneous in less than 3 s A Dive forward 0° to 30° A Dive	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Behaviour immediately after releasing the accelerator while maintaining big ears 22. Behaviour exiting a steep spiral A Stable flight A Spontaneous exit A Spontaneous exit A Spontaneous exit A Spontaneous exit A Less than 720°, spontaneous recovery Sink rate when evaluating spiral stability [m/s] 17 20 23. Alternative means of directional control A Yes A Yes A Stall or spin occurs No A No A No A Perocedure works as described not available	Behaviour during big ears	Stable flight	Α	Stable flight	Α
Behaviour immediately after releasing the accelerator while maintaining big ears 22. Behaviour exiting a steep spiral A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A Spontaneous exit A Less than 720°, spontaneous exit Pecovery Sink rate when evaluating spiral stability [m/s] 17 20 23. Alternative means of directional control A 180° turn achievable in 20 s Stall or spin occurs No A No A No A Yes A Stable flight A Spontaneous exit A Less than 720°, spontaneous exit A Less than 720° Spontaneous exit A Less than 720° Spontaneous exit A Less than 720° Spontaneous exit A	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Procedure works as described Procedure suitable for novice pilots A A A A A A A A A A A A A	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Tendency to return to straight flight Spontaneous exit A Spontaneous exit A Less than 720°, spontaneous recovery Sink rate when evaluating spiral stability [m/s] 17 20 23. Alternative means of directional control ASSTALL or spin occurs No No A No A Yes A	Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
Turn angle to recover normal flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous recovery Sink rate when evaluating spiral stability [m/s] 17 20 23. Alternative means of directional control A Yes A Yes A Stall or spin occurs No A No A No A A 24. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available not available not available 0 not available	22. Behaviour exiting a steep spiral	Α			
recovery recovery Sink rate when evaluating spiral stability [m/s] 17 20 23. Alternative means of directional control A 180° turn achievable in 20 s Yes A Yes A Stall or spin occurs No A No A 24. Any other flight procedure and/or configuration described in the user's manual 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 not available 0 25. Comments of test pilot	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
23. Alternative means of directional control 180° turn achievable in 20 s Stall or spin occurs No A 24. Any other flight procedure and/or configuration described in the user's manual Procedure works as described not available not available not available onot available	Turn angle to recover normal flight		Α		Α
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24. Any other flight procedure and/or configuration described in the user's manual 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	180° turn achievable in 20 s	Yes	Α	Yes	Α
described in the user's manual 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	Stall or spin occurs	No	Α	No	Α
Procedure suitable for novice pilots not available 0 not available 0 act available 0 not available	24. Any other flight procedure and/or configuration described in the user's manual	0			
Cascade occurs not available 0 not available 0 25. Comments of test pilot	Procedure works as described	not available	0	not available	0
25. Comments of test pilot	Procedure suitable for novice pilots	not available	0	not available	0
	Cascade occurs	not available	0	not available	0
Comments	25. Comments of test pilot				
	Comments				





Load test report



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 Anakis XL Max. load (kg) 152 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, 25. 10. 2008

Randi Eriksen

