

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_0156.2008
Manufacturer	Sky Paragliders a.s.
Glider model	Ares 2 S
Category	D
Maximum weight in flight (kg).	85 kg
Minimum weight in flight (kg)	.65 kg
Glider's weight (kg.)	5.2 kg

Date of flight test

Flight tests	22. 05. 2008
Serial number	. 2008-02-11-0147

Best Regards,

Alain Zoller

nd Enter

Randi Eriksen



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PG_0156.2008

04.06.2008

Class:

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s. Ares 2 S

Model:

Serial number:

Configuration during flight tests

Paraglider

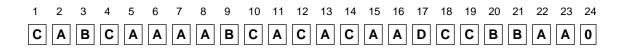
Maximum weight in flight (kg)	85
Minimum weight in flight (kg)	65
Glider's weight (kg)	5.2
Number of risers	4
Projected area (m2)	19.68
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Sky Paragliders
Harness model	Axel II M
Harness to risers distance (cm)	46
Distance between risers (cm)	45

Accessories

Range of speed system (cm)	16
Speed range using brakes (km/h)	13
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	30

Inspections (whichever happens first) Every year or every 100 flights Warning! Before use refer to user's manual

Person or company having presented the glider for testing: Alexandre Paux



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Flight test report



Manufacturer	Sky Paragliders a.s.	Certification number		PG_0156.2008	
Address	Okružní 39 73911 Frýdlant nad Ostravicí	Date of flight test		22. 05. 2008	
	Czech Republic				
Representative	Alexandre Paux	Place of test		Villeneuve	
Glider model	Ares 2 S	Classification		D	
Trimmer		Chacomoution		2	
mme	no				
	Test pilot	Fukuoka Seiko		Thurnheer Claude	
	Harness	Sup'air - Altiplume		Sky Paragliders - Axel II M	
	Total weight in flight (kg)	60		85	
1. Inflation/Take-off	f	C			
Rising behaviour		Overshoots, shall be slowed down to avoid a front collapse	С	Overshoots, shall be slowed down to avoid a front collapse	С
Special take off tech	nique required	No	А		А
2. Landing		Α			
Special landing tech	nique required	No	А	No	А
3. Speed in straight	t flight	В			
Trim speed more that	an 30 km/h	Yes	А	Yes	А
Speed range using t	he controls 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 moveme	nt	С			
Max. weight in flight	up to 80 kg				
Symmetric control pr		Increasing / 40 cm to 55 cm	С	not available	0
Max. weight in flight					
Symmetric control pr	ressure / travel	not available	0	Approximately constant / 45 cm to 60 cm	С
Max. weight in flight	•				
Symmetric control pr		not available	0	not available	0
	iting accelerated flight	A	_		
Dive forward angle o	on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
flight	erating controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and	damping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle	e spirals	Α			
Tendency to return to	o straight flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a st	eeply banked turn	В			
Sink rate after two tu	irns	More than 14 m/s	В	More than 14 m/s	В
10. Symmetric from	t collapse	С			
Entry		Rocking back less than 45°	Α	Rocking back less than 45°	А
Recovery		Spontaneous in 3 s to 5 s	В	Spontaneous in less than 3 s	A
Dive forward angle o	on exit / Change of course	Dive forward 30° to 60° / Keeping course	В	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

Recovery	Spontangous in 2 a to 5 a	в	Spontaneous in less than 3 s	А
Recovery	Spontaneous in 3 s to 5 s		•	
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Entering a turn of less than 90°	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	Α	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	A	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	С			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in 3 s to 5 s	С
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			
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	Α	No	A
Twist occurs	No	А	No	А
Cascade occurs	No	A	No	A
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 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
With 75% collapse and accelerator	110	~		~
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / 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°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric	A	А		А
collapse		^	Vee	٨
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	D			
Spin occurs	Yes	D	No	А
18. Recovery from a developed spin	С			
Spin rotation angle after release	Stops spinning in 90° to 180°	С	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	С			
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 without straight span	С
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	В			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in 3 s to 5 s	В	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	В			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Recovery through pilot action in less than a further 3 s	В	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]	18		19	
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				



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_0133.2008
Manufacturer	Sky Paragliders a.s.
Glider model	Ares 2 M
Category	. D
Maximum weight in flight (kg)	.100 kg
Minimum weight in flight (kg)	.80 kg
Glider's weight (kg)	. 5.4 kg

Date of flight test

Flight tests	.02. 04. 2008
Serial number	2007_11_11_1029

Alain Zoller

RandiEikon

Randi Eriksen

Best Regards,



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\square Class:

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s. Ares 2 M

Model:

Serial number:

Configuration during flight tests

Paraglider

Maximum weight in flight (kg)	100
Minimum weight in flight (kg)	80
Glider's weight (kg)	5.4
Number of risers	4
Projected area (m2)	20.99
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Sup'Air
Harness model	Light M
Harness to risers distance (cm)	47
Distance between risers (cm)	45

Accessories

Range of speed system (cm)	16
Speed range using brakes (km/h)	13
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	35

Inspections (whichever happens first)
Every year or every 100 flights
Warning! Before use refer to user's manual
Person or company having presented the glider for testing: Paux Alexandre

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

PG_0133.2008 31.05.2008



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Flight test report

Recovery



Address Okružní 39 Date of flight test 02. 04. 2008 73911 Frýdlant nad Ostravicí	
Czech Republic	
Representative Paux Alexandre Place of test Villeneuve	
Glider model Ares 2 M Classification D	
Trimmer no	
Test pilot Thurnheer Claude Zoller Alain	
Harness Advance - Progress Light Sup'Air - Light M	
Total weight in flight (kg) 80 100	
1. Inflation/Take-off C	
Rising behaviourOvershoots, shall be slowed down to avoid a front collapseCOvershoots, shall be slowed down to avoid a front collapse	С
Special take off technique required No A No	А
2. Landing A	~
Special landing technique required No A No	А
3. Speed in straight flight B	
Trim speed more than 30 km/h Yes A Yes	А
Speed range using the controls larger than 10 km/h Yes A Yes	А
Minimum speed 25 km/h to 30 km/h B 25 km/h to 30 km/h	В
4. Control movement C	
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 A Increasing / 45 cm to 60 cm	С
Max. weight in flight greater than 100 kg	
Symmetric control pressure / travel not available 0 not available	0
5. Pitch stability exiting accelerated flight A	
Dive forward angle on exitDive forward less than 30°ADive forward less than 30°	А
Collapse occurs No A No	А
6. Pitch stability operating controls during accelerated A flight	
Collapse occurs No A No	А
7. Roll stability and damping A	
Oscillations Reducing A Reducing	А
8. Stability in gentle spirals A	
Tendency to return to straight flight Spontaneous exit A Spontaneous exit	А
9. Behaviour in a steeply banked turn B	
Sink rate after two turnsMore than 14 m/sBMore than 14 m/s	В
10. Symmetric front collapse C	
Entry Rocking back less than 45° A Rocking back less than 45°	А
Recovery Spontaneous in less than 3 s A 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 A No	А
With accelerator	
Entry Rocking back greater than 45° C Rocking back greater than 45°	С

Spontaneous in less than 3 s

А

Flight test report: PG_0133.2008 / page 1 of 3

А

Spontaneous in less than 3 s

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	A	Dive forward 30° to 60° / Entering a	В
	course		turn of less than 90°	
Cascade occurs	No	А	No	A
11. Exiting deep stall (parachutal stall)	В			
Deep stall achieved	Yes	А	Yes	A
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	В
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	D			
Recovery	Spontaneous in 3 s to 5 s	С	Recovery through pilot action in	D
	No	٨	less than a further 3 s	٨
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall		-		-
Dive forward angle on exit	Dive forward 30° to 60°	B	Dive forward 30° to 60°	B
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Greater than 45°	С	Greater than 45°	С
Line tension	Most lines tight	Α	Most lines tight	A
14. Asymmetric collapse	D			
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 60° to 90°	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	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 60° to 90°	С	180° to 360° / Dive or roll angle 60° to 90°	D
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	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			
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	D			
Spin occurs	Yes	D	Yes	D
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	С			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable without straight span	С	Remains stable without straight span	С
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	А			
Entry procedure	Dedicated controls	А	Dedicated controls	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	С			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Unstable flight	С
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	Α
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]	16		17	
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				

paragliding by air turquoise

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

Certificate

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_0136.2008
Manufacturer	Sky Paragliders a.s.
Glider model	Ares 2 L
Category	D
Maximum weight in flight (kg).	120 kg
Minimum weight in flight (kg)	95 kg
Glider's weight (kg.)	5.6 kg

Date of flight test

Flight tests	
Load test	

Alaih Zøller

Friter Randi Eriksen

Best Regards,

paragliding by air turquoise

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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.

Model:

Serial number:

Configuration during flight tests

Ares 2 L

Paraglider

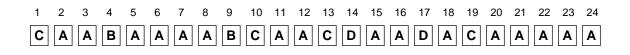
raragnaon	
Maximum weight in flight (kg)	120
Minimum weight in flight (kg)	95
Glider's weight (kg)	5.6
Number of risers	4
Projected area (m2)	22.37
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Sky Paragliders
Harness model	Axel II M
Harness to risers distance (cm)	48
Distance between risers (cm)	45

Accessories

Range of speed system (cm)	16
Speed range using brakes (km/h)	14
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	36

Inspections (whichever happens first) Every year or every 100 flights Warning! Before use refer to user's manual

Person or company having presented the glider for testing: Paux Alexandre



PG_0136.2008 31.05.2008



Flight test report



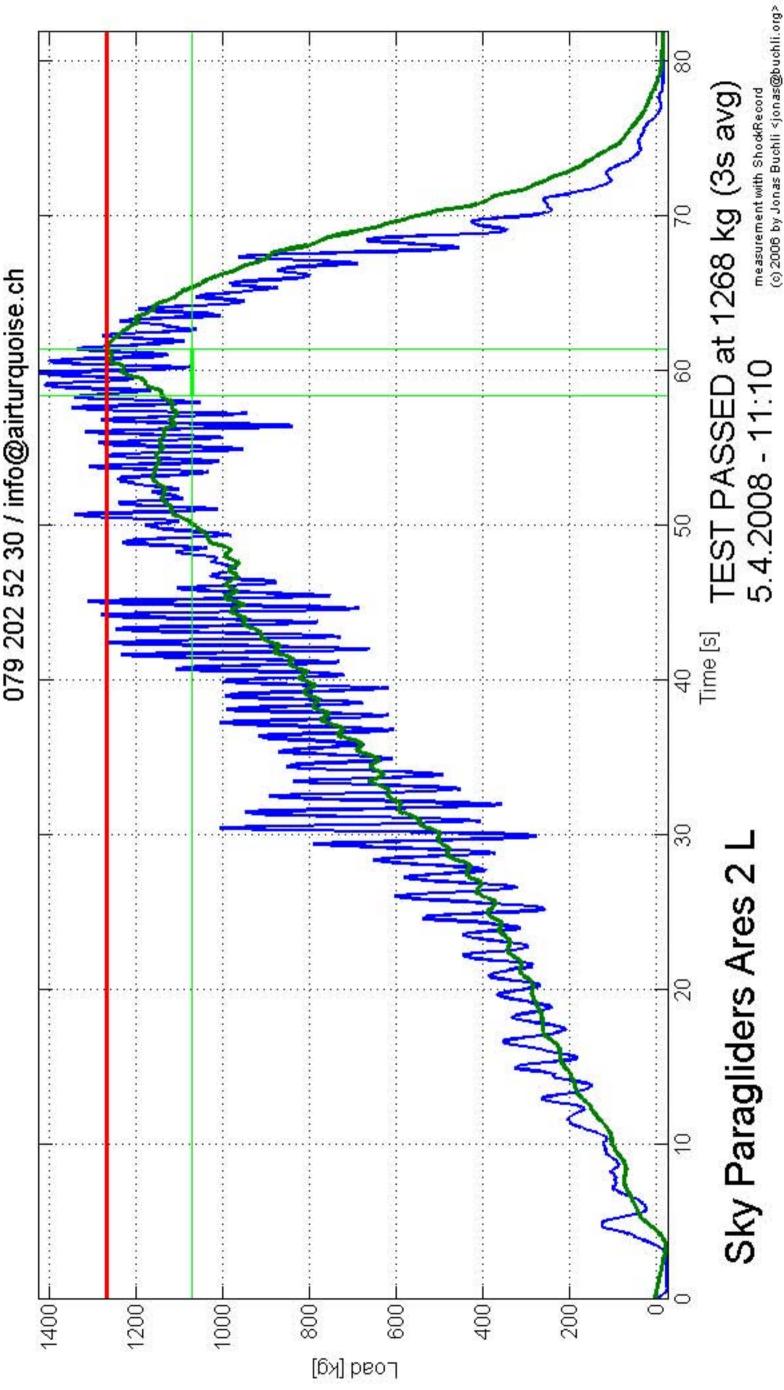
					02
Manufacturer	Sky Paragliders a.s.	Certification number		PG_0136.2008	
Address	Okružní 39	Date of flight test		19. 03. 2008	
	73911 Frýdlant nad Ostravicí	Ū			
_	Czech Republic				
Representative	Paux Alexandre	Place of test		Villeneuve	
Glider model	Ares 2 L	Classification		D	
Trimmer	no				
	Test pilot	Thurnheer Claude		Zoller Alain	
	•	Gin - genie III		Sky Paragliders - Axel II M	
	Total weight in flight (kg)	-		120	
1. Inflation/Take-off		95 C		120	
Rising behaviour		Overshoots, shall be slowed	с	Overshoots, shall be slowed down	С
		down to avoid a front collapse	Ũ	to avoid a front collapse	Ū
Special take off tech	nique required	No	А	No	А
2. Landing		Α			
Special landing tech		No	А	No	A
3. Speed in straight	-	Α			
Trim speed more that		Yes	A	Yes	A
	he controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	A
4. Control moveme		В			
Max. weight in flight			_		_
Symmetric control pr		not available	0	not available	0
Max. weight in flight		• • • • • • • • •	_		•
Symmetric control pr	essure / travel	Approximately constant / greater than 60 cm	В	not available	0
Max. weight in flight	greater than 100 kg				
Symmetric control pr	essure / travel	not available	0	Approximately constant / greater than 65 cm	В
5. Pitch stability ex	iting accelerated flight	Α			
Dive forward angle o	n exit	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	А	No	А
6. Pitch stability op flight	erating controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and	damping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle		Α			
Tendency to return to	0 0	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a st		В	_		_
Sink rate after two tu		More than 14 m/s	В	More than 14 m/s	В
10. Symmetric from	t collapse	C			~
Entry		Rocking back less than 45°	A	Rocking back greater than 45°	C
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
-	n exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 30° to 60° / Entering a turn of less than 90°	B
Cascade occurs		No	A	No	A
With accelerator					

	B 11 1 1 1 1 1 1	~		~
Entry	Rocking back greater than 45°	C ·	Rocking back greater than 45°	C
Recovery	Spontaneous in less than 3 s	A	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° / Entering a turn of less than 90°	A
Cascade occurs	No	A	No	A
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
12. High angle of attack recovery	A	۸	Cooptonoous in loss than 2 a	۸
Recovery Cascade occurs	Spontaneous in less than 3 s No	A A	Spontaneous in less than 3 s No	A A
13. Recovery from a developed full stall	C	A	NO	~
Dive forward angle on exit	Dive forward 30° to 60°	в	Dive forward 30° to 60°	В
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Greater than 45°	c	Greater than 45°	c
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	D	~	Wost mos ugnt	~
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°	А
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No	A	No	A
Twist occurs	No	A	No	A
Cascade occurs	No	Α	No	A
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 60° to 90°	С	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 45° to 60°	С	Less than 90° / 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
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 60° to 90°	С	180° to 360° / Dive or roll angle 60° to 90°	D
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Greater than 360°	С
Collapse on the opposite side occurs	Yes, no turn reversal	С	Yes, no turn reversal	С
Twist occurs	No	А	No	А
Cascade occurs	No	A	No	A
15. Directional control with a maintained asymmetric collapse	A			
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

T D Spin occurs Yes D Yes D Spin occurs A Stops spinning in less than 90° A Stops spinning in less than 90° A Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A B-B-line stall C C C Changing course more than 45° C C Changing course more than 45° <th>16. Trim speed spin tendency</th> <th>Α</th> <th></th> <th></th> <th></th>	16. Trim speed spin tendency	Α			
Spin occursYesDYesDYesD18. Recovery from a developed spinA50 no totation angle after releaseStops spinning in less than 90°ANoACascade occursNoANoANoA19. B-line stallCCCC anging course more than 45°CCSchaviour before releaseChanging course more than 45°CCRemains stable without straight spanCCRemains stable without straight spanCCRecoverySpontaneous in less than 3 sADive forward 0° to 30°ADive fo	Spin occurs	No	А	No	А
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Change of course before releaseChanging course more than 45° Remains stable without straight spanCChanging course more than 45° CCCRemains stable without straight spanCRecoverySpontaneous in less than 3 s Dive forward 0° to 30°ADive forward 30° to 60°A20.8 Big earsANoANoA20.8 Dive forward angle on exitDedicated controlsADedicated controlsA20.8 Big earsADedicated controlsADedicated controlsA20.8 CoverySpontaneous in less than 3 sASpontaneous in less than 3 sA20.8 In gearsADedicated controlsADedicated controlsA20.8 CoverySpontaneous in less than 3 sASpontaneous in less than 3 sA20.9 forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A20.9 forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A20.9 forward angle on exitDive forward 0° to 30°ASpontaneous in less than 3 sA20.9 forward angle on exitDive forward 0° to 30°ASpontaneous in less than 3 sA20.9 forward 19 ig earsStable flightAStable flightA20.9 forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°A20.9 forward 19 ig earsSpontaneous exitASpontaneous exitA20.9 forward 0° to 30°ASpontaneous exitAA	Cascade occurs	No	А	No	А
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Part Procedure A Entry procedure Dedicated controls A Dedicated controls A Behaviour during big ears Stable flight A Stable flight A Recovery Spontaneous in 3 s to 5 s A Spontaneous in less than 3 s A Dive forward angle on exit Dive forward 0° to 30° A Dive forward 0° to 30° A Behaviour immediately after releasing the accelerator while maintaining big ears A Stable flight A Stable flight A 22. Behaviour exiting a steep spiral A A Spontaneous exit A Spontaneous exit A Fendency to return to straight flight Spontaneous exit A Spontaneous exit A Curn angle to recover normal flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous exit A Stall or spin occurs A Vers A Vers A 24. Any other flight procedure and/or configuration described in the user's manual A Vers A Procedure works as described not available 0 Yers A Procedure works as described not	Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
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Cascade occurs not available 0 No A 25. Comments of test pilot	Procedure works as described	not available	0	Yes	А
25. Comments of test pilot	Procedure suitable for novice pilots	not available	0	Yes	А
	Cascade occurs	not available	0	No	А
Comments	25. Comments of test pilot				
	Comments				



Alain Zoller Rue de la Poterlaz 6, CP-10 CH-1844 Villeneuve 079 202 52 30 / info@airturou



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	Ares 2 L
Max. load (kg)	. 158 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 flignht during 3 sec

Villeneuve, 05. 04. 2008

diEnter

Randi Eriksen