

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	
Manufacturer	
Glider model	
CategoryB	
Maximum weight in flight (kg)	
Minimum weight in flight (kg)	
Glider's weight (kg)7.7 kg	

Date of flight test

Flight tests	.10.06.2008
Serial number	.2008_01_11_0100

Best Regards,

Alain Zoller

Randi Erikn

Randi Eriksen



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GHY ARRACIDERS

PG_0158.2008

09.07.2008

Class: **B**

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

Metis 2

Paraglider

Maximum weight in flight (kg)	220
Minimum weight in flight (kg)	120
Glider's weight (kg)	7.7
Number of risers	4
Projected area (m2)	34.98
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Advance
Harness model	Bi Pro 2
Harness to risers distance (cm)	50
Distance between risers (cm)	55

Accessories

Range of speed system (cm)	0
Speed range using brakes (km/h)	13
Range of trimmers (cm)	4.5
Total speed range with accessories (km/h)	19

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



Flight test report



Manufacturer	Sky Paragliders a.s.	Certification number		PG_0158.2008	
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Date of flight test		03. 06. 2008	
Representative	Paux Alexandre	Place of test		Villeneuve	
Glider model	Metis 2	Classification		В	
Trimmer	yes: closed			-	
	yes. closed				
	Test pilot	Thurnheer Claude		Zoller Alain	
	Harness	Advance - Bi-pro		Advance - Bi Pro 2	
	Total weight in flight (kg)	120		220	
1. Inflation/Take-of	f	Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off tech	nnique required	No	А	No	А
2. Landing		Α			
Special landing tech	nique required	No	А	No	А
3. Speed in straigh	t flight	В			
Trim speed more th	an 30 km/h	Yes	А	Yes	А
Speed range using	the 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	ent	Α			
Max. weight in flight					
Symmetric control p		not available	0	not available	0
Max. weight in flight					
Symmetric control p		not available	0	not available	0
	greater than 100 kg				
Symmetric control p		Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
-	kiting accelerated flight	0			
Dive forward angle	on exit	not available	0	not available	0
Collapse occurs		not available	0	not available	0
6. Pitch stability of flight	perating controls during accelerated	0			
Collapse occurs		not available	0	not available	0
7. Roll stability and	d damping	Α			
Oscillations		not available	0	Reducing	А
8. Stability in gent	e spirals	Α			
Tendency to return	to straight flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a s	teeply banked turn	В			
Sink rate after two to	urns	12 m/s to 14 m/s	А	More than 14 m/s	В
10. Symmetric fror	nt collapse	Α			
Entry		Rocking back less than 45°	А	not available	0
Recovery		Spontaneous in less than 3 s	А	not available	0
Dive forward angle	on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	not available	0
Cascade occurs		No	А	not available	0
With accelerator					
Entry		not available	0	not available	0
Recovery		not available	0	not available	0

		•		•
Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	A	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°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	A	not available	0
Cascade occurs	No	A	not available	0
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	A
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	В			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	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 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
With 75% collapse and accelerator				
, Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the	А	More than 50 % of the symmetric	А
	symmetric control travel		control travel	
16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А

17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	A			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	not available	0
Behaviour before release	Remains stable with straight span	А	not available	0
Recovery	Spontaneous in less than 3 s	А	not available	0
Dive forward angle on exit	Dive forward 0° to 30°	А	not available	0
Cascade occurs	No	А	not available	0
20. Big ears	В			
Entry procedure	Dedicated controls	А	Dedicated controls	Α
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	A
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	not available	0
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	20		22	
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				

Flight test report



Manufacturer	Sky Paragliders a.s.	Certification number		PG_0158.2008	
Address	Okružní 39	Date of flight test		10. 06. 2008	
	73911 Frýdlant nad Ostravicí Czech Republic				
Representative	Paux Alexandre	Place of test		Villeneuve	
Glider model	Metis 2	Classification		В	
Trimmer	yes: opened				
	Jeel opened				
	•	Thurnheer Claude		Zoller Alain	
	Harness	Advance - Bi-pro		Advance - Bi Pro 2	
	Total weight in flight (kg)	120		220	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising		Smooth, easy and constant rising	A
Special take off techn	ique required	No	A	No	A
2. Landing		Α			
Special landing techn		No	A	No	A
3. Speed in straight	-	B		~	
Trim speed more than		Yes	A	Yes	A
	e controls larger than 10 km/h	Yes	A ^	Yes 25 km/h to 30 km/h	A
Minimum speed 4. Control movemen		Less than 25 km/h	A	25 KHI/H to 30 KHI/H	В
		A			
Max. weight in flight u Symmetric control pre		not available	0	not available	0
Max. weight in flight &			0		0
Symmetric control pre		not available	0	not available	0
Max. weight in flight g			Ũ		Ū
Symmetric control pre	-	Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
	ing accelerated flight	0		3.3.	
Dive forward angle or		not available	0	not available	0
Collapse occurs		not available	0	not available	0
	erating controls during accelerated	0			
flight			_		
Collapse occurs		not available	0	not available	0
7. Roll stability and	damping	A		Deductor	•
Oscillations	anizala	Reducing	A	Reducing	A
8. Stability in gentle Tendency to return to		A Spontaneous exit	А	Spontaneous exit	٨
9. Behaviour in a ste		B	~	Spontaneous exit	A
Sink rate after two tur		More than 14 m/s	в	More than 14 m/s	в
10. Symmetric front		A	U		U
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
	n exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	А	No	А
With accelerator					
Entry		not available	0	not available	0
Recovery		not available	0	not available	0

		•		•
Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
11. Exiting deep stall (parachutal stall)	Α			_
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	А	No	A
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	A	not available	0
Cascade occurs	No	A	not available	0
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	В
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	В			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	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 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
With 75% collapse and accelerator				
, Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the	А	More than 50 % of the symmetric	А
	symmetric control travel		control travel	
16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А

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



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PG_0300.2010

11.02.2010

B Class:

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s. Metis 2/43

Model:

Serial number:

Configuration during flight tests

Paraglider

-	
Maximum weight in flight (kg)	220
Minimum weight in flight (kg)	120
Glider's weight (kg)	8.2
Number of risers	4
Projected area (m2)	36.95
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Advance
Harness model	Bi Pro 2
Harness to risers distance (cm)	54
Distance between risers (cm)	55

Accessories

Range of speed system (cm)	0
Speed range using brakes (km/h)	13
Range of trimmers (cm)	6.5
Total speed range with accessories (km/h)	17

Inspections (whichever happens first) 24 months or every 200 flying hours Warning! Before use refer to user's manual Person or company having presented the glider for testing: None



Flight test report: EN



Manufacturer Address	Sky Paragliders a.s. Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Certification number Date of flight test	PG_0300.2010 18. 01. 2010
Representative Glider model Trimmer	None Metis 2/43 yes: closed	Place of test Classification	Villeneuve B

Test pilot	Thurnheer Claude		Zoller Alain	
Harness	Advance - Bi-pro 2		Advance - Bi Pro 2	
Total weight in flight (kg)	120		220	
1. Inflation/Take-off	Α			
Rising behaviour	Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique required	No	А	No	А
2. Landing	Α			
Special landing technique required	No	А	No	А
3. Speed in straight flight	В			
Trim speed more than 30 km/h	Yes	А	Yes	А
Speed range using the 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 movement	Α			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
5. Pitch stability exiting accelerated flight	0			
Dive forward angle on exit	not available	0	not available	0
Collapse occurs	not available	0	not available	0
6. Pitch stability operating controls during accelerated flight	0			
Collapse occurs	not available	0	not available	0
7. Roll stability and damping	Α			
Oscillations	Reducing	А	Reducing	А
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply banked turn	В			
Sink rate after two turns	12 m/s to 14 m/s	А	More than 14 m/s	В
10. Symmetric front collapse	Α			
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	А
With accelerator				
Entry	not available	0	not available	0
Recovery	not available	0	not available	0

Dive ferward angle on evit / Change of equipe	not available	0	not evolution	0
Dive forward angle on exit / Change of course Cascade occurs		0	not available	0
	not available	0	not available	0
11. Exiting deep stall (parachutal stall) Deep stall achieved	A Yes	А	Yes	А
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°	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	~		~
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	В			7.
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	В
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	B			
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°	А	Less than 90° / Dive or roll angle 0° to 15°	А
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 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 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
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	А	More than 50 % of the symmetric control travel	А
	Symmetric control traver			

16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears	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 3 s to 5 s	В
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	not available	0
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	16		23	
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				

Flight test report: EN



Manufacturer Address	Sky Paragliders a.s. Okružní 39	Certification number Date of flight test	PG_0300.2010 18. 01. 2010
Address	73911 Frýdlant nad Ostravicí Czech Republic	Date of high test	10.01.2010
Representative	None	Place of test	Villeneuve
Glider model Trimmer	Metis 2/43 yes: opened	Classification	В

Test pilot	Thurnheer Claude		Zoller Alain	
-	Advance - Bi-pro 2		Advance - Bi Pro 2	
	•			
Total weight in flight (kg)			220	
	A Smooth, easy and constant rising	^	Smooth, apply and constant rising	۸
Rising behaviour	No	A	Smooth, easy and constant rising No	A
Special take off technique required	A	A	NO	A
2. Landing Special landing technique required	A No	^	No	۸
3. Speed in straight flight	B	A	No	A
Trim speed more than 30 km/h		^	Yee	۸
•	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h	В
4. Control movement	Α			
Max. weight in flight up to 80 kg	and a set the balance	0	and as a link to	0
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	A	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	0			
Dive forward angle on exit	not available	0	not available	0
Collapse occurs	not available	0	not available	0
6. Pitch stability operating controls during accelerated flight	0			
Collapse occurs	not available	0	not available	0
7. Roll stability and damping	Α			
Oscillations	Reducing	А	Reducing	А
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply banked turn	В			
Sink rate after two turns	12 m/s to 14 m/s	А	More than 14 m/s	В
10. Symmetric front collapse	Α			
Entry	Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	А
With accelerator				
Entry	not available	0	not available	0
Recovery	not available	0	not available	0

Dive forward angle on avit / Ohanna of assure		~		0
Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available	0	not available	0
11. Exiting deep stall (parachutal stall) Deep stall achieved	A Yes	А	Yes	۸
•	Spontaneous in less than 3 s	A		A A
Recovery			Spontaneous in less than 3 s Dive forward 0° to 30°	
Dive forward angle on exit	Dive forward 0° to 30°	A		A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No A	A	No	A
12. High angle of attack recovery		^	Spontanagua 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	B	A	NO	A
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 30° to 60°	в
Collapse	No collapse		No collapse	A
	No conapse	A A	No conapse	A
Cascade occurs (other than collapses) Rocking back	Less than 45°	A	Less than 45°	A
Line tension	Most lines tight	A	Most lines tight	A
14. Asymmetric collapse	B	A	Most lines ugit	A
	В			
With 50% collapse	Less than 00° / Dive or roll angle	^	Loss than 00° / Dive at roll angle 0°	^
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	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 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	not available	0	not available	0
Re-inflation behaviour	not available	0	not available	0
Total change of course	not available	0	not available	0
Collapse on the opposite side occurs	not available	0	not available	0
Twist occurs	not available	0	not available	0
Cascade occurs	not available	0	not available	0
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the	А	More than 50 % of the symmetric	А
	symmetric control travel		control travel	

16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears	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	Recovery through pilot action in less than a further 3 s	В
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	0			
Entry procedure	not available	0	not available	0
Behaviour during big ears	not available	0	not available	0
Recovery	not available	0	not available	0
Dive forward angle on exit	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	not available	0
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	16		22	
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				



LOAD TEST REPORT EN 926-1:2006

The model describe hereafter is in conformity with the load and shock tests carried out by:

Air Turquoise SA, official test laboratory of Switzerland

Manufacturer: Model: Type:	Sky Paragliders Metis 2 43	
Type: Maximum weight in flight:	43 242 kg	

SHOCK TEST 1200 daN

The model had no appearances damage to question whether it's airworthiness.

MECHANICAL RESISTANCE TEST

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

Payerne, September 15, 2006 Air Turquoise, Alain Zoller



No 71.7.2

Air Turquoise Homologations LOAD DIAGRAM

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