

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

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

Certificate EN

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



Certification number	.PG_0691.2013
Manufacturer	
Glider model	
Category	.В
Maximum weight in flight (kg).	. 220 kg
Minimum weight in flight (kg)	.110 kg
Glider's weight (kg)	.7.6 kg

Flight tests	21.03.2013
Serial number	



AIR TURQUOISE SA certified by



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PG_0691.2013

11.04.2013

B Class:

ISO 9001 **BUREAU VERITAS**

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s. Metis 3 40

Model:

Serial number:

Configuration during flight tests

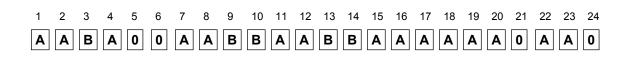
Paraglider

Maximum weight in flight (kg)	220
Minimum weight in flight (kg)	110
Glider's weight (kg)	7.6
Number of risers	4
Projected area (m2)	35.04
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Advance
Harness model	Bi Pro 2
Harness to risers distance (cm)	49
Distance between risers (cm)	55

Accessories

Range of speed system (cm)	0
Speed range using brakes (km/h)	13
Range of trimmers (cm)	8.5
Total speed range with accessories (km/h)	20

Inspections (whichever happens first) every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the glider for testing: None



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Flight test report: EN

Manufacturer

Address

,	-uuress	73911 Frýdlant nad Ostravici Czech Republic			21.03.2013	
F	Representative	None	Place of test		Villeneuve	
(Glider model	Metis 3 40	Classification		В	
	Trimmer	yes: opened				
		yes. opened				
		Testulist	Thursda an Olauda			
		•	Thurnheer Claude		Zoller Alain	
			Advance - Bi Pro 2		Advance - Bi Pro 2	
		Total weight in flight (kg)	110		220	
	I. Inflation/Take-off		Α			
	Rising behaviour		Smooth, easy and constant rising		Smooth, easy and constant rising	A
	Special take off technique r	equired	No	A	No	А
	2. Landing		Α			
	Special landing technique re	equired	No	A	No	A
	3. Speed in straight flight		В			
	Frim speed more than 30 ki		Yes	A	Yes	A
	Speed range using the cont	rols larger than 10 km/h	Yes	A	Yes	A
	Minimum speed		25 km/h to 30 km/h	В	25 km/h to 30 km/h	В
	4. Control movement	0.42	Α			
	Max. weight in flight up to 8		not available	0	not available	0
	Symmetric control pressure			0	not available	0
	<i>Max. weight in flight 80 kg t</i> Symmetric control pressure		not available	0	not available	0
	Max. weight in flight greater			0		0
	Symmetric control pressure		Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
	5. Pitch stability exiting a		0	Λ	increasing / greater than 00 cm	~
	Dive forward angle on exit		not available	0	not available	0
	Collapse occurs		not available	0	not available	0
	•	g controls during accelerated	0			
	light					
C	Collapse occurs		not available	0	not available	0
7	7. Roll stability and damp	ing	Α			
	Oscillations		Reducing	А	Reducing	А
	Stability in gentle spira		Α			
	Fendency to return to straig	•	Spontaneous exit	A	Spontaneous exit	A
	Behaviour in a steeply	banked turn	В			
	Sink rate after two turns		Up to 12 m/s	А	More than 14 m/s	В
	 Symmetric front collar 	ose	В			
	Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
	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 30° to 60° / Keeping course	В
	Cascade occurs		No	A	No	А
	Nith accelerator					
	Entry		not available	0	not available	0
F	Recovery		not available	0	not available	0

Certification number

		•		•
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)	A		Mar.	
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	Α	No	A
12. High angle of attack recovery	A		On antenna in land them 0 a	
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	Α	No	A
13. Recovery from a developed full stall	B Dive featured 0° to 20°	^	Dive ferward 20° to 60°	D
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 30° to 60°	B
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	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°	Α	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°	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				
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	Α	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	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	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	А
Sink rate when evaluating spiral stability [m/s]	14		26	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	Α	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.

Okružní 39

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21.03.2013

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Flight test report: EN

Manufacturer

Address

Recovery

Address	73911 Frýdlant nad Ostravici Czech Republic	í		21.03.2013	
Representative	None	Place of test		Villeneuve	
Glider model	Metis 3 40	Classification		В	
Trimmer	yes: closed				
	y co. 0.0000				
	Test vilat	Thumbeer Cloude		Zoller Alain	
	•	Thurnheer Claude			
		Advance - Bi Pro 2		Advance - Bi Pro 2	
	Total weight in flight (kg)			220	
1. Inflation/Take-off		A Smooth apply and constant rising	۸	Smooth, apply and constant rising	^
Rising behaviour Special take off technique re	auirod	Smooth, easy and constant rising No	A	Smooth, easy and constant rising No	A A
2. Landing	squired	A	A	INO .	~
Special landing technique re	auired	No	А	No	А
3. Speed in straight flight		В			7.
Trim speed more than 30 km	n/h	Yes	А	Yes	А
Speed range using the cont		Yes	А	Yes	А
Minimum speed	ç	Less than 25 km/h	А	25 km/h to 30 km/h	в
4. Control movement		А			
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	o 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 ac	celerated 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 flight	controls during accelerated	0			
Collapse occurs		not available	0	not available	0
7. Roll stability and dampi	ng	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spiral	S	Α			
Tendency to return to straig	nt flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply b	oanked turn	В			
Sink rate after two turns		12 m/s to 14 m/s	А	More than 14 m/s	В
10. Symmetric front collap	se	Α			
Entry		Rocking back less than 45°	Α	Rocking back less than 45°	Α
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° / Keeping course	A
Cascade occurs		No	А	No	А
With accelerator					
Entry		not available	0	not available	0
_			~		•

not available

Certification number

Date of flight test

0 not available

0

Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available not available	0		
	A	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	A	~~		7
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
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°	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				
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	Α	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	Α	More than 50 % of the symmetric control travel	А
	symmetric control travel			

A A Spin occurs No A No A 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 Spin rotation angle after release No A No A Change of course before release Remains stable with straight spin A not available 0 Behaviour before release Remains stable with straight spin A not available 0 Dive forward angle on exit Dive forward 0° to 30° A not available 0 Cascade occurs No A Stop spinning in less than 3 s A Stop spintaneous in less tha	16. Trim speed spin tendency	Α			
Spin occursNoANoANoA18. Recovery from a developed spinASpin rotation angle after releaseStops spinning in less than 90°ANoASpin rotation angle after releaseNoANoAChange of course before releaseChanging oourse less than 45°Anot available0Behaviour before releaseRemains stable with straight spanAnot available0Behaviour before releaseSpontaneous in less than 3 sAnot available0Dive forward angle on exitDive forward 0° to 30°Anot available0Cascade occursNoAnot available0Cascade occursNoAnot available0Cascade occursAAnot available0Cascade occursAANoANoADedicated controlsANSpontaneous in less than 3 sADive forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightOnot available0not available0Dive forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightOnot available0not available0Dive forward 0° to 30°ADive forward 0° to 30°A </td <td>Spin occurs</td> <td>No</td> <td>А</td> <td>No</td> <td>А</td>	Spin occurs	No	А	No	А
A A Spin rotation angle after release Stops spinning in less than 90° A Stops spinning in less than 90° A Spin rotation angle after release No A No A DB B-line stall A A not available 0 Behaviour before release Changing course less than 45° A not available 0 Behaviour before release Spontaneous in less than 3 s A not available 0 Cascade occurs Spontaneous in less than 3 s A not available 0 Dive forward angle on exit No A not available 0 Cascade occurs No A Stoble flight A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Spontaneous in less than 3 s A Dive forward angle on exit O Int available O Int available O	17. Low speed spin tendency	Α			
Spin rotation angle after releaseStops spinning in less than 90°AStops spinning in less than 90°ACascade occursNoANoA19. B-line stallAAChange of course before releaseChanging course less than 45°Anot available0Behaviour before releaseRemains stable with straight spanAnot available0Behaviour before releaseSpontaneous in less than 3 sAnot available0Dive forward angle on exitDive forward 0° to 30°Anot available0Cascade occursNoAnot available0Cascade occursNoAnot available0Cascade occursNoAnot available0Cascade occursNoAnot available0Cascade occursNoAnot available0Cascade occursNoANoABehaviour during big earsStable flightASpontaneous in less than 3 sADive forward of to 30°ADive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightOnot available0not available0Dive forward angle on exitNot availableNot available0not available0Dive forward angle on exitNot availableNot available0not available0Behaviour during big earsnot availableNot available0not available0 <td>Spin occurs</td> <td>No</td> <td>А</td> <td>No</td> <td>А</td>	Spin occurs	No	А	No	А
Cascade occursNoANoA19. B-line stallAChange of course before releaseChanging ocurse less than 45°Anot available0Behaviour before releaseRemains stable with straight spanAnot available0Behaviour before releaseRemains stable with straight spanAnot available0Dive forward angle on exitDive forward 0° to 30°Anot available0Cascade occursNoAnot available020. Big earsAEntry procedureDeclicated controlsADeclicated controlsABehaviour during big earsStable flightAStable flightAStable flightA21. Big ears in accelerated flightODive forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°ADive forward angle on exitOnot availableOnot availableODive forward 0° to 30°ADive forward 0° to 30°ABehaviour during big earsnot availableOnot availableODive forward 0° to 30°ADive forward 0° to 30° <td>18. Recovery from a developed spin</td> <td>А</td> <td></td> <td></td> <td></td>	18. Recovery from a developed spin	А			
A A A Change of course before release Changing course less than 45° A not available 0 Behaviour before release Remains stable with straight span A not available 0 Recovery Spontaneous in less than 3 s A not available 0 Dive forward of to 30° A not available 0 Cascade occurs No A Dedicated controls A Behaviour during big ears Stable flight 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 Dive forward 0° to 30° A Behaviour during big ears not available 0 not available 0	Spin rotation angle after release	Stops spinning in less than 90 $^\circ$	А	Stops spinning in less than 90°	А
Change of course before releaseChanging course less than 45° Remains stable with straight spanAnot available0Behaviour before releaseRemains stable with straight spanAnot available0RecoverySpontaneous in less than 3 s NoAnot available0Dive forward angle on exitNoAnot available0Cascade occursNoAnot available0Cascade occursNoAnot available0Cascade occursADedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightABehaviour during big earsSpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flight0not available0not available0Dive forward angle on exitnot available0not available00Behaviour during big earsnot available0not available00Dive forward angle on exitnot available0not available00Dive forward angle on exitnot available0not available0Dive forward of to 30°not available0not available0Dive forward angle on exitnot available0not available0 <tr<tr>Dive forward angle on</tr<tr>	Cascade occurs	No	А	No	А
Behaviour before releaseRemains stable with straight spanAnot available0RecoverySpontaneous in less than 3 sAnot available0Dive forward angle on exitDive forward 0° to 30°Anot available0Casade occursNoAnot available020. Big earsAADedicated controlsAAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°ABehaviour during big earsnot available0not available0Behaviour during big earsnot available0not available0Behaviour during big earsnot available0not available0Dive forward angle on exitnot available0not available0Dive forward angle on exitnot available0not available0Dive forward angle on exitnot available0not available0Dive forward angle on exitAAASpontaneous exitATurn angle to recover normal flightSpontaneous exitALess than 720°, spontaneous recoveryASink rate when eva	19. B-line stall	Α			
spanspanspanRecoverySpontaneous in less than 3 sAnot available0Dive forward angle on exitDive forward 0° to 30°Anot available020. Big earsANoAnot available020. Big earsAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sAADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flight0not available0not available0Behaviour during big earsnot available0not available00Behaviour during big earsnot available0not available0Dive forward angle on exitnot available0not available0Behaviour immediately after releasing the accelerator while maintaining big earsnot available0not available0Dive forward angle on exitnot availableASpontaneous exitASpontaneous exitA22. Behaviour oxiting a steep spiralALess than 720°, spontaneous exitASpontaneous exitATurn angle to recover normal flightSpontaneous exitASpontaneous exitASpontaneous exitA10 turn achievable in 20 sYesA <td< td=""><td>Change of course before release</td><td>Changing course less than 45°</td><td>А</td><td>not available</td><td>0</td></td<>	Change of course before release	Changing course less than 45°	А	not available	0
Dive forward one kitDive forward 0° to 30°Anot available0Cascade occursNoAnot available020. Big earsAEntry procedureDedicated controlsADedicated controlsAEntry procedureDedicated controlsAStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward 0° to 30°ADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°AA21. Big ears in accelerated flightOnot availableOnot availableOBehaviour during big earsnot available0not availableONot availableOBehaviour during big earsnot available0not availableONot availableORecoverynot available0not availableONot availableODive forward angle on exitnot available0not availableONot availableODive forward angle on exitnot available0not availableONot availableODive forward angle on exitnot available0not availableONot availableODive forward ing a steep spiralAAASpontaneous exitALess than 720°, spontaneous exitALess than 720°, spontaneous exitALess than 720°, spontaneous exitASpontaneous exitAStable flightA <td>Behaviour before release</td> <td></td> <td>A</td> <td>not available</td> <td>0</td>	Behaviour before release		A	not available	0
Casaade occursNoAnot available020. Big earsAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightABehaviour during big earsStable flightAStable flightADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flight0not available0not available0Behaviour during big earsnot available0not available0Behaviour during big ears0Recoverynot available0not available0not available0Dive forward angle on exitnot available0not available0Behaviour immediately after releasing the accelerator while maintaining big earsnot available0not available0Dive forward angle on exitALess than 720°, spontaneous exitAASpontaneous exitA22. Behaviour exiting a steep spiralALess than 720°, spontaneous exitALess than 720°, spontaneous recoveryA23. Alternative means of directional controlAIIII24. Any other flight142121II23. Alternative means of directional controlAIII24. Any other flightNoANoAStable stability (n/s)A23. Alternative means of directiona	Recovery	Spontaneous in less than 3 s	Α	not available	0
20. Big earsAEntry procedureDedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward one xitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightOturnerationDive forward 0° to 30°A21. Big ears in accelerated flightOturnerationDive forward 0° to 30°ABehaviour during big earsnot available0not available0Behaviour during big earsnot available0not available0Dive forward angle on exitnot available0not available0Behaviour immediately after releasing the accelerator whilenot available0not available0Dive forward angle on exitASpontaneous exitAXEardency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightI4212123.23. Alternative means of directional controlANoA24. Any other flight procedure and/or configuration described in the user's manualOnot available0Procedure suitable for novice pilotsNoANoA24. Any other flight procedure and/or configuration described in the user's manualOnot available0Procedure suitable for n	Dive forward angle on exit	Dive forward 0° to 30°	А	not available	0
Dedicated controlsADedicated controlsABehaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightO	Cascade occurs	No	А	not available	0
Behaviour during big earsStable flightAStable flightARecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flightOEntry procedurenot available0not available0Behaviour during big earsnot available0not available0Recoverynot available0not available0Dive forward angle on exitnot available0not available0Behaviour during big earsnot available0not available0Dive forward angle on exitnot available0not available0Dive forward angle on exitASpontaneous exitASpontaneous exitAZ2. Behaviour exiting a steep spiralALess than 720°, spontaneous exitALess than 720°, spontaneous recoveryATurn angle to recover normal flightLess than 720°, spontaneous recovery2AStall or spin occursA23. Alternative means of directional controlAStall or spin occursANoA24. Any other flight procedure and/or configuration describe	20. Big ears	Α			
RecoverySpontaneous in less than 3 sASpontaneous in less than 3 sADive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flight0not available0not available0Entry procedurenot available0not available0not available0Behaviour during big earsnot available0not available0not available0Dive forward angle on exitnot available0not available00not available0Behaviour immediately after releasing the accelerator while maintaining big earsnot available0not available00 </td <td>Entry procedure</td> <td>Dedicated controls</td> <td>Α</td> <td>Dedicated controls</td> <td>Α</td>	Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Dive forward angle on exitDive forward 0° to 30°ADive forward 0° to 30°A21. Big ears in accelerated flight0Entry procedurenot available0Behaviour during big earsnot available0Recoverynot available0Dive forward angle on exitnot available0Behaviour immediately after releasing the accelerator whilenot available0Behaviour exiting a steep spiralATendency to return to straight flightSpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALives than 720°, spontaneous recoveryALess than 720°, spontaneous recoverySink rate when evaluating spiral stability [m/s]142123. Alternative means of directional controlANoANoAAny other flight procedure and/or configuration described in the user's manualOProcedure works as describednot available0Procedure works as describednot available0Procedure works as describednot available0Procedure works as describednot available0	Behaviour during big ears	Stable flight	Α	Stable flight	Α
21. Big ears in accelerated flight0Entry procedurenot available0not available0Behaviour during big earsnot available0not available0Recoverynot available0not available0Dive forward angle on exitnot available0not available0Behaviour immediately after releasing the accelerator whilenot available0not available0Behaviour immediately after releasing the accelerator whilenot available0not available022. Behaviour exiting a steep spiralAFerceoveryALess than 720°, spontaneous exitATurn angle to recover normal flightSpontaneous exitASpontaneous exitATurn angle to recover normal flight1421142123. Alternative means of directional controlAVesAAtternative means of directional controlAVesA24. Any other flight procedure and/or configuration described in the user's manual0not available0Procedure works as describednot available0not available0not available0Procedure works as describednot available0not available0not available0Procedure works as describednot available0not available0not available0Procedure suitable for novice pilotsnot available0not available0not available0Procedure suitable	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Intry procedurenot available0not available0Behaviour during big earsnot available0not available0Recoverynot available0not available0Dive forward angle on exitnot available0not available0Behaviour immediately after releasing the accelerator while maintaining big earsnot available0not available022. Behaviour exiting a steep spiralATendency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA23. Alternative means of directional controlAStall or spin occursAYesA24. Any other flight procedure and/or configuration described in the user's manualOnot available0Procedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available00Cascade occursnot available0not available00Cascade occursnot available0not available00Cascade occursnot available0not available00Cascade occursnot available <td< td=""><td>Dive forward angle on exit</td><td>Dive forward 0° to 30°</td><td>Α</td><td>Dive forward 0° to 30°</td><td>А</td></td<>	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
Any outputnot available0not available0Recoverynot available0not available0Dive forward angle on exitnot available0not available0Behaviour immediately after releasing the accelerator while maintaining big earsnot available0not available022. Behaviour exiting a steep spiralA7723. Behaviour exiting a steep spiralAA8Tendency to return to straight flightSpontaneous exitALess than 720°, spontaneous exitAATurn angle to recover normal flight14221212323. Alternative means of directional controlA24242424. Any other flight procedure and/or configuration described in the user's manual0not available0Procedure works as describednot availablenot available0not available0Procedure suitable for novice pilotsnot available0not available00Cascade occursnot available0not available00025. Comments of test pilotStati brief test pilot0not available00	21. Big ears in accelerated flight	0			
Recoverynot available0not available0Dive forward angle on exitnot available0not available0Behaviour immediately after releasing the accelerator while maintaining big earsnot available0not available022. Behaviour exiting a steep spiralAspontaneous exitASpontaneous exitATendency to return to straight flightSpontaneous exitALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA23. Alternative means of directional controlA142124. Any other flight procedure and/or configuration described in the user's manualOANoA24. Any other flight procedure and/or configuration described in the user's manualOnot available0not available0Procedure works as describednot availablenot available0not available00Cascade occursnot available0not available000025. Comments of test pilotUnot available0000	Entry procedure	not available	0	not available	0
Dive forward angle on exitnot available0not available0Behaviour immediately after releasing the accelerator while maintaining big earsnot available0not available022. Behaviour exiting a steep spiralAATendency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA23. Alternative means of directional controlA2124. Any other flight procedure and/or configuration described in the user's manualONoAProcedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available025. Comments of test pilotStati pilotNoNoNo	Behaviour during big ears	not available	0	not available	0
Behaviour immediately after releasing the accelerator while maintaining big earsnot available0not available022. Behaviour exiting a steep spiral Tendency to return to straight flightASpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryASpontaneous exitA23. Alternative means of directional controlA14211421180° turn achievable in 20 sYesAYesAStall or spin occursNoANoAStallor spin occursAProcedure works as describednot available0not available00Procedure suitable for novice pilotsnot available0not available00Cascade occursnot available0not available00023. Comments of test pilotStat or spin occursNoSS024. Any other flight procedure and/or configuration described in the user's manual0not available000Procedure suitable for novice pilotsnot available0not available0000Cascade occursnot available0not available0000025. Comments of test pilotSSSSSSSSS26. SolutionSSSSSSSS	Recovery	not available	0	not available	0
maintaining big ears A 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 exit A Sink rate when evaluating spiral stability [m/s] 14 21 23. Alternative means of directional control A Yes A 180° turn achievable in 20 s Yes A No A Stall or spin occurs No A No A 24. Any other flight procedure and/or configuration described in the user's manual not available 0 not available 0 Procedure works as described not available 0 not available 0 not available 0 Procedure suitable for novice pilots not available 0 not available 0 0 0 0 Cascade occurs not available 0 not available 0 0 0 0 Stall or spin occurs not available 0 not available 0 0 0 0 Procedure works as described not available 0<	Dive forward angle on exit	not available	0	not available	0
Tendency to return to straight flightSpontaneous exitASpontaneous exitATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryASink rate when evaluating spiral stability [m/s]142123. Alternative means of directional controlAYesA180° turn achievable in 20 sYesAYesAStall or spin occursNoANoA24. Any other flight procedure and/or configuration described in the user's manualOInot available0Procedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available025. Comments of test pilotItem serverItem serverItem server	Behaviour immediately after releasing the accelerator while maintaining big ears	not available	0	not available	0
Turn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryASink rate when evaluating spiral stability [m/s]142123. Alternative means of directional controlA180° turn achievable in 20 sYesAStall or spin occursNoA24. Any other flight procedure and/or configuration described in the user's manualOProcedure works as describednot available0Procedure suitable for novice pilotsnot available0Cascade occursnot available0not available0cascade occurs0not available0	22. Behaviour exiting a steep spiral	Α			
recoveryrecoveryrecoverySink rate when evaluating spiral stability [m/s]142123. Alternative means of directional controlA23. Alternative means of directional controlA180° turn achievable in 20 sYesAStall or spin occursNoA24. Any other flight procedure and/or configuration described in the user's manualOProcedure works as describednot available0Procedure suitable for novice pilotsnot available0Cascade occurs0not available025. Comments of test pilot	Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
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 0 Image: Control of Control of Configuration described in the user's manual 0 Image: Control of C	Turn angle to recover normal flight		A		А
180° turn achievable in 20 sYesAYesAStall or spin occursNoANoA24. Any other flight procedure and/or configuration described in the user's manual0Stall or spin occursAProcedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursot available0not available025. Comments of test pilotot availableot available0	Sink rate when evaluating spiral stability [m/s]	14		21	
Stall or spin occursNoANoA24. Any other flight procedure and/or configuration described in the user's manual000Procedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursot available0not available025. Comments of test pilotot available0not available0	23. Alternative means of directional control	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 0 25. Comments of test pilot 0 not available 0 0	180° turn achievable in 20 s	Yes	А	Yes	А
described in the user's manualnot available0not available0Procedure works as describednot available0not available0Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available025. Comments of test pilot000	Stall or spin occurs	No	Α	No	А
Procedure suitable for novice pilotsnot available0not available0Cascade occursnot available0not available025. Comments of test pilot	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 0 0 0	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				

paragliding by air turquoise

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

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

Certificate EN

para-test.com

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

VV



Certification number	.PG_0655.2013
Manufacturer	Sky Paragliders a.s.
Glider model	Metis 3 42
Category	.В
Maximum weight in flight (kg)	. 220 kg
Minimum weight in flight (kg)	.120 kg
Glider's weight (kg)	. 7.9 kg

Flight tests	22. 02. 2013
Serial number	1256-11-0577
Load test	09. 02. 2013
Serial number	M2012-11-31-1069

Villeneuve, 11. 04. 2013 Zoller Alain



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

AIR TURQUOISE SA certified by



Β Class:

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s. Metis 3 42

Model:

Serial number:

Configuration during flight tests

Paraglider

Maximum weight in flight (kg)	220
Minimum weight in flight (kg)	120
Glider's weight (kg)	7.9
Number of risers	4
Projected area (m2)	36.79
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Advance
Harness model	Bi Pro 2
Harness to risers distance (cm)	49
Distance between risers (cm)	55

Accessories

Range of speed system (cm)	0
Speed range using brakes (km/h)	13
Range of trimmers (cm)	8.5
Total speed range with accessories (km/h)	20

Inspections (whichever happens first) every 24 months or every 100 flying hours Warning! Before use refer to user's manual Person or company having presented the glider for testing: None

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

PG_0655.2013 11. 04. 2013

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Sky Paragliders a.s.

PG_0655.2013

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer

	india otar or	eny i alagnaere aler			1.0_0000.2010	
Ado	dress	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Date of flight test		22. 02. 2013	
Re	presentative	None	Place of test		Villeneuve	
	der model	Metis 3 42	Classification		В	
Trir	nmer	yes: opened				
		,				
		•	Thurnheer Claude		Zoller Alain	
		Harness	Advance - Bi Pro 2		Avance - Bi Pro 2	
		Total weight in flight (kg)	120		220	
1. Ir	nflation/Take-off		Α			
	ng behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
	cial take off technique r	equired	No	А	No	А
	anding		Α			
	cial landing technique r		No	A	No	A
	peed in straight flight		B			
	n speed more than 30 k		Yes	A	Yes	A
		trols larger than 10 km/h	Yes	A	Yes	A
	mum speed		Less than 25 km/h	A	25 km/h to 30 km/h	В
	control movement a. weight in flight up to 8	80 kg	Α			
	metric control pressure		not available	0	not available	0
	. weight in flight 80 kg t			U		Ū
	metric control pressure		not available	0	not available	0
-	. weight in flight greate					
	metric control pressure		Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
	itch stability exiting a		0			
Dive	e forward angle on exit		not available	0	not available	0
Coll	apse occurs		not available	0	not available	0
6. P fligi		g controls during accelerated	0			
Coll	apse occurs		not available	0	not available	0
7. R	oll stability and damp	ing	Α			
	illations		Reducing	А	Reducing	А
	tability in gentle spira		Α			
	dency to return to straig	· •	Spontaneous exit	A	Spontaneous exit	A
	ehaviour in a steeply	banked turn	B			_
	c rate after two turns		12 m/s to 14 m/s	A	More than 14 m/s	В
	Symmetric front colla	pse	A Decision have the 45%	•		•
Entr	•		Rocking back less than 45°	A	Rocking back less than 45°	A
	overy	Change of source	Spontaneous in less than 3 s	A A	Spontaneous in less than 3 s	A
	e forward angle on exit		Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
	cade occurs		No	A	No	A
Entr	n accelerator		not available	0	not available	0
	y overy		not available	0	not available	0
1760	overy			0		0

Certification number

		•		•
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)	A	^	Vac	^
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 Cascade occurs	Changing course less than 45°	A	Changing course less than 45°	A
	No A	A	No	A
12. High angle of attack recovery		^	Cooptonoous in loss than 2 s	^
Recovery Cascade occurs	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
13. Recovery from a developed full stall	No B	A	No	A
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	~	Woot moo ugnt	~~
With 50% collapse	-			
Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle 15° to 45°	А	Less than 90° / Dive or roll angle 0° to 15° $$	А
roll angle Re-inflation behaviour	Spontaneous re-inflation	^		^
	Less than 360°	A	Spontaneous re-inflation Less than 360°	A
Total change of course		A	No	A
Collapse on the opposite side occurs Twist occurs	No No	A	No	A
		A		A
Cascade occurs With 75% collapse	No	A	No	A
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	A
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
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	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	А
Sink rate when evaluating spiral stability [m/s]	16		33	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	А
Stall or spin occurs	No	Α	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.

Okružní 39

PG_0655.2013

22.02.2013

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer Address

Recovery

Adress	73911 Frýdlant nad Ostravici Czech Republic	í		22.02.2010	
Representative	None	Place of test		Villeneuve	
Glider model	Metis 3 42	Classification		В	
Trimmer	yes: closed			_	
	yes. closed				
	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 re	equired	No	А	No	А
2. Landing		Α			
Special landing technique re	equired	No	А	No	А
3. Speed in straight flight		В			
Trim speed more than 30 kr		Yes	А	Yes	А
Speed range using the cont	rols larger than 10 km/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	25 km/h to 30 km/h	В
4. Control movement		A			
Max. weight in flight up to 8			_		
Symmetric control pressure		not available	0	not available	0
Max. weight in flight 80 kg to					
Symmetric control pressure		not available	0	not available	0
Max. weight in flight greater			•	la encesia a l'ana stan than CE ana	•
Symmetric control pressure		Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
5. Pitch stability exiting ac	ccelerated hight	0 not available	0	not available	0
Dive forward angle on exit Collapse occurs		not available	0 0	not available	0 0
•	g controls during accelerated	0	0		U
flight		0			
Collapse occurs		not available	0	not available	0
7. Roll stability and damp	ing	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spiral	ls	Α			
Tendency to return to straig	ht flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply I	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 collar	ose	Α			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit /	Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	Α	No	А
With accelerator					
Entry		not available	0	not available	0

not available

Certification number

Date of flight test

0 not available

0

Dive forward angle on exit / Change of course	not available	0	not available	0
Cascade occurs	not available not available	0		
	A	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	A	~		7
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
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	Α	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°	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				
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	Α	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	Α	More than 50 % of the symmetric control travel	А
	symmetric 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	А			
Spin rotation angle after release	Stops spinning in less than 90 $^\circ$	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	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]	15		22	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	Α	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				