Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & NfL 2-565-20

A A =			-	0 4040 0000	
Manufacturer	Sky Paragliders a.s.	Certification number		PG_1919.2022	
Address	Okruzní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	C	5.02.2019	
Glider model	Aya 2 XS	Classification	A	N Contraction of the second seco	
Serial number	2360-11-1355	Representative	Ν	lone	
Trimmer	no	Place of test		/illeneuve	
-		Thate of test		meneuve	
Folding lines used	no				
Test pilot		Light pilot under Air Turquoise supervision	C	Claude Thurnheer	
Harness		Flugsau - XX-Lite	S	Supair - Altiplume M	
Harness to risers dis	tance (cm)	40	4	4	
Distance between ris		40	4	.0	
Total weight in flight	X y	50		2	
	שיי) (יש)		'	_	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	/
Special take off technique re	equired	No	А	No	
2. Landing		Α			
Special landing technique re	equired	No	А	No	
3. Speed in straight flight		Α			
Trim speed more than 30 kr	n/h	Yes	А	Yes	
Speed range using the cont	rols larger than 10 km/h	Yes	А	Yes	
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	
4. Control movement		Α			
Max. weight in flight up to					
Symmetric control pressure		Increasing / greater than 55 cm	А	Increasing / greater than 55 cm	
Max. weight in flight 80 kg					
Symmetric control pressure		not available	0	not available	
Max. weight in flight great	-				
Symmetric control pressure		not available	0	not available	
5. Pitch stability exiting ac	ccelerated flight		•		
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	
Collapse occurs 6. Pitch stability operating flight	controls during accelerated	No A	A	No	
Collapse occurs		No	А	No	
7. Roll stability and dampi	ing	Α			
Oscillations		Reducing	А	Reducing	
8. Stability in gentle spiral	s	Α			
Tendency to return to straig	ht flight	Spontaneous exit	А	Spontaneous exit	
9. Behaviour exiting a full	y developed spiral dive	Α			
	st 180°)	Immediate reduction of rate of turn	А	Immediate reduction of rate of turn	
Initial response of glider (fire	ht flight	Spontaneous exit (g force	А	Spontaneous exit (g force decreasing, rate of turn decreasing)	
Initial response of glider (firs Tendency to return to straig		decreasing, rate of turn decreasing)		debredoling, rate of tarri debredoling)	
		decreasing, rate of turn decreasing) Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	

Entry	Rocking back less than 45°	А	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	Α	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	А	No	А
Folding lines used	No	А	No	А
At least 50% chord				
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	A	Dive forward 0° to 30° / Keeping	A
	course		course	
Cascade occurs	No	Α	No	Α
Folding lines used	No	A	No	A
With accelerator				
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
Folding lines used	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	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	A	No	A
12. High angle of attack recovery		•	On anterna sure in large them 0.	•
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
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	A
Cascade occurs (other than collapses)	No	Α	No	А
Rocking back	Less than 45°	Α	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	Α			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
Large asymmetric collapse				,,
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	А	Less than 90° / Dive or roll angle 15° to 45°	А
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	^
	•			A
Total change of course	Less than 360°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric collapse with fully activated accelerator				
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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
15. Directional control with a maintained asymmetric	A			
collapse	X		N .	
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	A			•
Spin occurs	No	A	No	A
17. Low speed spin tendency	A	۸	No	^
Spin occurs	No	А	No	A
18. Recovery from a developed spin	A Stans animping in lass than 00°	^	Stone eninging in less than 00°	•
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs 19. B-line stall	No A	A	No	A
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	Δ
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A 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°		Dive forward 0° to 30°	A
Cascade occurs	No		No	A
20. Big ears	A	А		~
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	A	Stable flight	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
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	A	Stable flight	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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	А	Stable flight	А
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
23. 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
24. Comments of test pilot				

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & NfL 2-565-20

Mand acturer AddressSky Paragiders a.s. Certification numberPG_1920.2022AddressOisnavica Ostravica Ceche Republic03.10.2018>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>	5					
Type of the second of the	Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1920.2022	
Serial number2358-11.1205RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoVilleneuveTost pilotPhilippe DupontClaude ThumheerHarness to risers distance (cm)4644Distance between risers (cm)4044Distance between risers (cm)4044Total weight in flight (kg)800801. InflationTake-offANoone, as Nooth, easy and constant risingASpecial lake off technique requiredNoANoASpecial lake off technique requiredNoANoASpecial lake off technique requiredNoANoASpecial indright flightANoANoASpecial indright flight Tim speed more thorbols larger than 10 km/hYesAVesAA Control movementALease than 25 km/hALease than 25 km/hASymmetric control pressure / travelnot availablenot availableNoASymmetric control pressure / travelnot availablenot availableACollapse occursNoANoAACollapse occursNoANoACollapse occursNoANoAAASpecial lake off technique requiredANoAAControl movementANoAASpecial lake off technique requiredNoA <t< td=""><td>Address</td><td>73911 Frýdlant nad Ostravicí</td><td>Flight test</td><td>0</td><td>3.10.2018</td><td></td></t<>	Address	73911 Frýdlant nad Ostravicí	Flight test	0	3.10.2018	
Serial number2358-11.1205RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoVilleneuveTost pilotPhilippe DupontClaude ThumheerHarness to risers distance (cm)4644Distance between risers (cm)4044Distance between risers (cm)4044Total weight in flight (kg)800801. InflationTake-offANoone, as Nooth, easy and constant risingASpecial lake off technique requiredNoANoASpecial lake off technique requiredNoANoASpecial lake off technique requiredNoANoASpecial indright flightANoANoASpecial indright flight Tim speed more thorbols larger than 10 km/hYesAVesAA Control movementALease than 25 km/hALease than 25 km/hASymmetric control pressure / travelnot availablenot availableNoASymmetric control pressure / travelnot availablenot availableACollapse occursNoANoAACollapse occursNoANoACollapse occursNoANoAAASpecial lake off technique requiredANoAAControl movementANoAASpecial lake off technique requiredNoA <t< td=""><td>Glider model</td><td></td><td>Classification</td><td>A</td><td></td><td></td></t<>	Glider model		Classification	A		
TrimmernoPlace of lestVilleneuveFolding lines usednoClaude ThumheerFiles at plotFilegau - LightsauSupair - Atiplume MHarnessFilegau - LightsauSupair - Atiplume MHarness to risers distance (cm)4044Total weight in filight (kg)60801. InflationTake-offANoANoNoANoASpecial take off technique requiredNoANoA2. LandingANoANoA3. Special take off technique requiredNoANoA3. Special take off technique requiredNoANoA4. Control movementLess than 25 km/hALess than 25 km/hA4. Control pressure / travelIncreasing / greater than 55 cmANo availableIncreasing / greater than 50 cmAMax. weight in filight up to 80 gNoNoANoAASymmetric control pressure / travelIntravelales tan 30° ANoAAMax. weight in filight up to 80 gNoANoAASymmetric control pressure / travelNoANoAAOtorige tect tan 100 kgNoANoA <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td>		-				
Folding lines used noPhilippe DupontClaude ThurnheerHarnessFlugsau - LightsauSupair - Altiplume MHarness to risers distance (cm)4644Distance between risers (cm)4044Otal weight in flight (kg)60801. Inflaton Take-offASmooth, easy and constant rising MASpecial take off technique requiredSmooth, easy and constant rising MASmooth, easy and constant rising MASpecial take off technique requiredNoANoA3. Special straight flightAVesASpecial straight flightAVesAA control mesundYesAYesAA control mesundNoANoAA control presure / travelIncreasing / greater than 55 cmAIncreasing / greater than 50 cmAMax. weight in flight 09 kg 100 kgIncreasing / greater than 55 cmANoASymmetic control presure / travelnot availableONoAA control mesung / travelNoANoAAA control presure / travelANoAAA control presure / travelNoANoAAA control presure / travelANoAAA control presure / travelANoAAA control presure / travelANoAAA control presure / travelANoAA <t< td=""><td></td><td></td><td>•</td><td></td><td></td><td></td></t<>			•			
Test pilotPhilippe DupontClaude ThurnheerHarnessFlugsau - LightsauSupair - Altiplume MHarness to risers distance (cm)4644Distance between risers (cm)4044Total weight in flight (kg)60801. Inflation-Take-offAxooth, easy and constant rising AASpecial take off technique requiredNoANoA2. LandingAxooth, easy and constant rising AANoA3. Special take off technique requiredNoANoA3. Special take off technique requiredNoANoA3. Special take off technique requiredNoANoA3. Special take off technique requiredNoANoA4. Control movementAYesAYesAMax. weight in flight up to 80 kgFirstand Strain (Strain)AInstraina (Strain)ASymmetric control pressure / travelnot available0Increasing / greater than 55 cmANoAMax. weight in flight up to 80 kgFirstandADive forward leas than 30°ANoASymmetric control pressure / travelnot available0Increasing / greater than 55 cmANoASymmetric control pressure / travelnot available0Increasing / greater than 60 cmASymmetric control pressure / travelNoANoAAOute forward angle on exitDive f	-		Place of lest	v	meneuve	
HarnessFlugsau - LightsauSupair - Altiplume MHarness to risers distance (cm)46441Distance between risers (cm)40441Total weight in flight (kg)6081Stains behaviorSmooth, easy and constant rising A smooth, easy and constant rising A special take off technique requiredNoANoASpecial take off technique requiredNoANoASpecial instight flightAYesAASpecial instight flightAYesAASpecial instight flightAYesAAA special regulated flightAYesAAA special regulated flight of takes of take	Folding lines used	no				
Harness to risers distance (cm)4644Distance between risers (cm)4044Distance between risers (cm)4044Total weight in flight (kg)60801. Inflation/Tak-offAstatument of the set of technique requiredARising behaviourSmooth, easy and constant risingANoASpecial take off technique requiredNoANoA2. LandingASochal take off technique requiredANoA3. Speed in straight flightATTTASpeed range using the controls larger than 10 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAA. Control movementANoALess than 25 km/hAA. Sugget in flight up to 80 kgIncreasing / greater than 55 cmAnot available0Symmetric control pressure / travelInd available0Ind available0Symmetric control pressure / travelnot available0Increasing / greater than 60 cmASymmetric control pressure / travelNoANoAOble forward angle on exitDive forward lass than 30°ANoACollapse occursNoANoAAOclapse occursNoANoAAOstallating and periodsSpontaneous exitASpontaneous exitAStability and dampingACol	Test pilot		Philippe Dupont	C	Claude Thurnheer	
Distance between risers (m)4044Total weight in flight (kg)60801. Inflation/Take-offASmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoASpecial take off technique requiredNoANoA3. Special take off technique requiredNoANoA3. Special instraight flightANoANoA3. Special regulatedNoAVesAVesA4. Control movementAVesAVesAVesAMax. weight in flight up to 80 kgIncreasing / greater than 55 cmANot availableOMax. weight in flight up to 80 kgIncreasing / greater than 55 cmANot availableOSymmetric control pressure / travelnot availableOIncreasing / greater than 55 cmANot availableOSymmetric control pressure / travelNot availableOIncreasing / greater than 55 cmANot availableASymmetric control pressure / travelNot availableOIncreasing / greater than 55 cmANot availableASymmetric control pressure / travelNot availableOIncreasing / greater than 50 cmANot availableAOutput control pressure / travelNot availableANoAAOutput control pressure / travelNoANoAA <t< td=""><td>Harness</td><td></td><td>Flugsau - Lightsau</td><td>S</td><td>Supair - Altiplume M</td><td></td></t<>	Harness		Flugsau - Lightsau	S	Supair - Altiplume M	
Total weight in flight (kg)6080I.Inflation/Take-offASmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASpecial take off technique requiredNoANoA3. Special inding technique requiredNoANoAA3. Special instraight flightATermFeesAYeesA3. Special instraight flightAYeesAYeesAMinimum speedNo totrols larger than 10 km/hYeesAYeesA4. Control movementASecial take off tot 00 kgTermASecial take off tot 00 kgTermSymmetric control pressure / travelIncreasing / greater than 55 cmAnot available0Increasing / greater than 60 cmAMax. weight in flight 80 kg to 100 kgTervelTervelTervelNoANoASymmetric control pressure / travelnot available0Increasing / greater than 60 cmAACollapse occursNoANoAACollapse occursNoANoNoAANoAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA <t< td=""><td>Harness to risers d</td><td>listance (cm)</td><td>46</td><td>4</td><td>4</td><td></td></t<>	Harness to risers d	listance (cm)	46	4	4	
Total weight in flight (kg)6080I.Inflation/Take-offASmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASpecial take off technique requiredNoANoA3. Special inding technique requiredNoANoAA3. Special instraight flightATermFeesAYeesA3. Special instraight flightAYeesAYeesAMinimum speedNo totrols larger than 10 km/hYeesAYeesA4. Control movementASecial take off tot 00 kgTermASecial take off tot 00 kgTermSymmetric control pressure / travelIncreasing / greater than 55 cmAnot available0Increasing / greater than 60 cmAMax. weight in flight 80 kg to 100 kgTervelTervelTervelNoANoASymmetric control pressure / travelnot available0Increasing / greater than 60 cmAACollapse occursNoANoAACollapse occursNoANoNoAANoAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA <t< td=""><td>Distance between i</td><td>risers (cm)</td><td>40</td><td>4</td><td>4</td><td></td></t<>	Distance between i	risers (cm)	40	4	4	
1. Inflation/Take-offA1. Inflation/Take-offSmooth, easy and constant risingASpecial take off technique requiredNoANoANo2. LandingASpecial landing technique requiredNoANoANo3. Special inding technique requiredNoANoANoA3. Special inding technique requiredNoANoANoA3. Special inding technique requiredNoAMinimum speedLess than 25 km/hAYesAYesMinimum speedLess than 25 km/hA4. Control movementAMax. weight in flight to 80 kgSymmetric control pressure / travelIncreasing / greater than 55 cmANax. weight in flight so to 100 kgSymmetric control pressure / travelnot available0Max. weight in flight goeter than 100 kgSymmetric control pressure / travelNoASymmetric control pressure / travelnot available0not available05. Pitch stability exiting accelerated flightAIncreasing / greater than 30°ACollapse occursNoANoACollapse occursNoANoAStability opertaing controls during acceleratedAIncreasing, rate of turn decreasing, rate of turn d						
Rising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial latke off technique requiredNoANoA2. LandingNoANoASpecial landing technique requiredNoANoA3. Speed in straight flightAYesAYesASpeed range using the controls larger than 10 km/hYesAVesASpeed range using the controls larger than 10 km/hLess than 25 km/hALess than 25 km/hA4. Control movementALess than 25 km/hALess than 25 km/hAMax. weight in flight 80 kg to 100 kgIncreasing / greater than 55 cmAnot availableAMax. weight in flight 80 kg to 100 kgIncreasing / greater than 55 cmAnot availableASymmetric control pressure / travelnot availableOnot availableASymmetric control pressure / travelnot availableOnot availableACollapse occursNoANoACollapse occursACollapse occursNoANoANoACollapse occursNoANoASontaneous exit< fract					-	
Special take off technique requiredNoANoA2. LandingASpecial landing technique requiredNoANoASpecial landing technique requiredNoANoA3. Special trastight flightATim speed more than 30 km/hYesAYesASpecial range using the controls larger than 10 km/hYesAYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementAAAnot availableOIncreasing / greater than 55 cmAnot availableOMax. weight in flight 80 kg to 100 kgIncreasing / greater than 55 cmAnot availableOIncreasing / greater than 60 cmAMax. weight in flight greater than 100 kgIncreasing / greater than 55 cmANoNoASymmetric control pressure / travelnot availableOIncreasing / greater than 60 cmAMax. weight in flight greater than 100 kgIncreasing / greater than 30°ANoASymmetric control pressure / travelnot availableOIncreasing / greater than 30°ACollapse occursNoANoANoACollapse occursNoANoAACollapse occursNoANoAAStability and dampingASpontaneous exitASpontaneous exit (g forceA						
2. LandingASpecial landing technique requiredNoANoASpecial instraight flightATim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAVesA4. Control movementLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementAA			•			А
Special langing technique requiredNoANoA3. Speci in straight flightATrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hLess than 25 km/hAYesAMinimum speedLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementASecontrol pressure / travelIncreasing / greater than 55 cmAnot availableNoASymmetric control pressure / travelIncreasing / greater than 55 cmANoNoANoASymmetric control pressure / travelnot available0Increasing / greater than 60 cmASymmetric control pressure / travelnot available0not availableASymmetric control pressure / travelnot available0not availableASymmetric control pressure / travelNoANoAACollapse occursNoANoAACollapse occursNoANoAAACollapse occursNoANoAAASontaneous exit (travel flightAASontaneous exit (travel flightAAStatistic and ampingAANoAACollapse occursNoANoAAASottatistic and ampingAAAAAABShothour witting a fligh		e required		A	No	Α
3. Speed in straight flightATrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesASpeed range using the controls larger than 10 km/hYesALess than 25 km/hALess than 25 km/hA4. Control movementAALess than 25 km/hALess than 25 km/hAMax. weight in flight up to 80 kgIncreasing / greater than 55 cmAnot available0Symmetric control pressure / travelnot available0Increasing / greater than 60 cmAMax. weight in flight greater than 100 kgSymmetric control pressure / travelnot available0Increasing / greater than 60 cmASymmetric control pressure / travelnot available0Increasing / greater than 60 cmAOscilapse occursNoADive forward less than 30°ANoACollapse occursNoANoAACollapse occursNoANoAAStability operating controls during acceleratedAANoAStability and dampingAContravent exit, and and and angingANoAStability in greater than folo?ASpontaneous exit, and and anging on exit, and and anging on exit, and anging and anging on exit, and anging on exit, and anging and anging and anging and anging and anging and anging	•					
Trim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAAALess than 25 km/hAMax. weight in flight up to 80 kgBBBBSymmetric control pressure / travelIncreasing / greater than 55 cmAnot availableDMax. weight in flight 80 kg to 100 kgBBBBBSymmetric control pressure / travelnot availableDIncreasing / greater than 60 cmAMax. weight in flight greater than 100 kgBBIncreasing / greater than 60 cmASymmetric control pressure / travelnot available0not available0Symmetric control pressure / travelNot available0not available0Symmetric control pressure / travelNoANoACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAAStability in gentle spiralsAAReducingAAAStability in gentle spiralsASpontaneous exit (g force decreasing, rate of turn decreasing) rate of turn decreasing, rate of turn d			•	A	No	A
Speed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hA4. Control movementALess than 25 km/hAMax. weight in flight up to 80 kgIncreasing / greater than 55 cmAnot available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 55 cmAnot available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 55 cmAnot available0Max. weight in flight greater than 100 kgIncreasing / greater than 60 cmAASymmetric control pressure / travelnot available0not availableASymmetric control pressure / travelnot available0not availableASymmetric control pressure / travelnot availableANot availableASymmetric control pressure / travelNo tavailableANot availableADive forward angle on exitANoANoACollapse occursNoANoAACollapse occursNoANoAACollapse occursReducingAReducingAS. Stability in gentle spiralsASpontaneous exitAS. Stability in gentle spiralsAImmediate reduction of rate of turnAS. Stability in gentle spiralASpontaneous exit (g force decreasing, rate of turn decreasing)AS. Behaviour exiting a fully developed					×.	
Minimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAMax. weight in flight up to 80 kgSymmetric control pressure / travelIncreasing / greater than 55 cmAnot available0Max. weight in flight 30 kg to 100 kgSymmetric control pressure / travelnot available0Increasing / greater than 60 cmAMax. weight in flight greater than 100 kg0not available0Increasing / greater than 60 cmASymmetric control pressure / travelnot available0not available005. Pitch stability exiting accelerated flightAUre forward less than 30°ADive forward less than 30°ACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursAReducingAReducingAStability in gentle spiralsAReducingASpontaneous exitAStability in gentle spiralsASpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)Less than 720°, spontaneousALess than 720°, spontaneousAStability in gentle spiral flightLess than 720°, spontaneousALess than 720°, spontaneousASpontaneous exit (g force decreasing, rate of t	•					
4. Control movementAMax. weight in flight up to 80 kgIncreasing / greater than 55 cmAnot available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 55 cmAnot available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 60 cmAASymmetric control pressure / travelnot availableIncreasing / greater than 60 cmAMax. weight in flight greater than 100 kgIncreasing / greater than 60 cmASymmetric control pressure / travelnot availableIncreasing / greater than 60 cmADive forward angle on exitAInversa angle on exitACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursAAReducingACollapse occursANoANoCollapse occursNoANoACollapse occursNoANoAAReducingAReducingAAReducingAReducingAASpontaneous exitAReducingABSen		ontrois larger than 10 km/n				
Max. weight in flight up to 80 kgIncreasing / greater than 55 cmAnot available0Max. weight in flight 80 kg to 100 kgnot available0Increasing / greater than 55 cmAnot available0Max. weight in flight 80 kg to 100 kgnot available0Increasing / greater than 60 cmAMax. weight in flight greater than 100 kgnot available0not available0Symmetric control pressure / travelnot available0not available0S Pitch stability exiting accelerated flightANoACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAAStability operating controls during accelerated flightANoAACollapse occursNoANoAAStability in gentle spiralsAANoAS Stability in gentle spiralsAASontaneous exitAS Behaviour exiting a fully devoloped spiral dive Initial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing, recoveryASontaneous exit (g force decreasing, rate of turn decreasing, rate of turn decreasing, recoveryAImmediate reduction of rate of turn decreasing, recoveryAInitial response of glider (first 180°)Immediate reduction of rate of turn decreasing, recovery, recoveryAImmediate of turn decreasing, recovery,<				A		A
Symmetric control pressure / travelIncreasing / greater than 55 cmAnot available0Max. weight in flight 80 kg to 100 kgnot available0Increasing / greater than 60 cmAMax. weight in flight greater than 100 kgnot available0not available0Symmetric control pressure / travelnot available0not available05. Pitch stability oxiting accelerated flightANoNoACollapse occursNoANoAA6. Pitch stability operating controls during accelerated flightANoAA7. Roll stability and dampingANoAAA8. Stability ing entile spiralsAReducingAReducingA8. Stability ing entile spiralsASpontaneous exit (g force decersing, rate of turn decreasing,		to 80 kg	8			
Max. weight in flight 80 kg to 100 kgNot available0Increasing / greater than 60 cmASymmetric control pressure / travelnot available0not available0Symmetric control pressure / travelnot available0not available05. Pitch stability exiting accelerated flightAuse forward less than 30°ADive forward less than 30°ANoACollapse occursNoANoANoAACollapse occursNoANoAAACollapse occursNoANoAACollapse occursNoANoAACollapse occursReducingAReducingAACollapse occursReducingANoAACollapse occursNoANoAACollapse occursReducingASpontaneous exitAAStability in gentle spiralsASpontaneous exitASpontaneous exitABehaviour exiting a fully developed spiral diveAImmediate reduction of rate of turn decreasing, rate of turn decreasingASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapseASpontaneous exit (g force decreasing, rate of turn decreasing) rate of turn decreasingALess than 720°, s			Increasing / greater than 55 cm	Δ	not available	0
Symmetric control pressure / travelnot available0Increasing / greater than 60 cmAMax. weight in flight greater than 100 kgont available0not available0Symmetric control pressure / travelnot available0not available05. Pitch stability exiting accelerated flightADive forward angle on exitADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingAReducingAReducingA0. Stability in gentle spiralsANoANoA8. Stability in gentle spiralsASpontaneous exitASpontaneous exit (g force decreasing, rate of turn decreasing)A9. Behaviour exiting a fully developed spiral dive fund angle to recover normal flightLess than 720°, spontaneousAImmediate reduction of rate of turn decreasing)A10. Symmetric front collapse Approximately 30 % chordAASpontaneousALess than 720°, spontaneousA						Ŭ
Max. weight in flight greater than 100 kg0not available0not available0Symmetric control pressure / travelnot available0not available05. Pitch stability exiting accelerated flightAJive forward less than 30°ADive forward less than 30°ACollapse occursNoANoANoA6. Pitch stability operating controls during accelerated flightANoANoA6. Pitch stability and dampingASolutionsANoAAOscillationsReducingAReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive fendency to return to straight flightASpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit of furn decreasing, recoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneousA			not available	0	Increasing / greater than 60 cm	А
Symmetric control pressure / travelnot available0not available05. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoA7. Roll stability and dampingANoA7. Roll stability in gentle spiralsAReducingA8. Stability in gentle spiralsASpontaneous exit (g force decreasing, rate of furm decreasing)A9. Behaviour exiting a fully developed spiral dive Tendency to return to straight flightASpontaneous exit (g force decreasing, rate of furm decreasing)A10. Symmetric front collapse Approximately 30 % chordLess than 720°, spontaneous recoverALess than 720°, spontaneous exoverA				Ũ		
5. Pitch stability exiting accelerated flightADive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingAVoAAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA			not available	0	not available	0
Dive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingANoAAOscillationsAReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Tendency to return to straight flightAImmediate reduction of rate of turn decreasing, rate of turn decreasing)AImmediate reduction of rate of turn decreasing)ATendency to return to straight flightLess than 720°, spontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA	• •		Α			
6. Pitch stability operating controls during accelerated fightACollapse occursNoANoA7. Roll stability and dampingAKeducingAOscillationsReducingAReducingA8. Stability in gentle spiralsASontaneous exitASontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turn decreasing, rate of turn decreasing)AImmediate reduction of rate of turn decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapseAALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA			Dive forward less than 30°	А	Dive forward less than 30°	А
flightNoANoACollapse occursNoANoA7. Roll stability and dampingAAReducingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exit9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnA10. tirl angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA	Collapse occurs		No	А	No	А
7. Roll stability and dampingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnA1nitial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate o		ng controls during accelerated	Α			
OscillationsReducingAReducingA8. Stability in gentle spiralsATendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnA1nitial response of glider (first 180°)Immediate reduction of rate of turnASpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA0. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous recoveryA	Collapse occurs		No	А	No	А
8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive A Immediate reduction of rate of turn A Immediate reduction of rate of turn A Initial response of glider (first 180°) Immediate reduction of rate of turn A Spontaneous exit (g force decreasing, rate of turn decreasing) A Spontaneous exit (g force decreasing, rate of turn decreasing) A Turn angle to recover normal flight Less than 720°, spontaneous exit (recovery A Less than 720°, spontaneous exit (recovery) A 10. Symmetric front collapse A A A A A A	7. Roll stability and dam	nping	А			
Tendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAInitial response of glider (first 180°)Immediate reduction of rate of turnAImmediate reduction of rate of turnATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous curn and chordA	Oscillations		Reducing	А	Reducing	А
9. Behaviour exiting a fully developed spiral dive A Initial response of glider (first 180°) Immediate reduction of rate of turn A Immediate reduction of rate of turn A Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing) A Spontaneous exit (g force decreasing, rate of turn decreasing) A Turn angle to recover normal flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous A A 10. Symmetric front collapse A A A A A	8. Stability in gentle spi	rals	Α			
Initial response of glider (first 180°)Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing)AImmediate reduction of rate of turn AATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAA	•	•••	•	А	Spontaneous exit	А
Tendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAASpontaneous decreasing, rate of turn decreasing)A	-					
decreasing, rate of turn decreasing) decreasing, rate of turn decreasing) Turn angle to recover normal flight Less than 720°, spontaneous recovery 10. Symmetric front collapse A Approximately 30 % chord A						
recovery recovery 10. Symmetric front collapse A Approximately 30 % chord A	Tendency to return to stra	aight flight		A		A
10. Symmetric front collapse A Approximately 30 % chord A	Turn angle to recover nor	mal flight	· •	Α		A
	10. Symmetric front col	lapse				
EntryRocking back less than 45°ARocking back less than 45°A	Approximately 30 % cho	ord				
	Entry		Rocking back less than 45°	A	Rocking back less than 45°	A

Deserves		•		•
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
Folding lines used	No	А	No	А
At least 50% chord				
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	A
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
With accelerator				
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	А	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	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
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	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
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	Α			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A

Total change of course	Less than 360°	Α	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	А	Less than 90° / Dive or roll angle 15° to 45°	Α
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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	Α	No	А
Cascade occurs	No	Α	No	А
Folding lines used	No	А	No	А
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	А
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	А	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°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	Α			
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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	А	Stable flight	А
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
23. 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
24. Comments of test pilot				

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & NfL 2-565-20

5					
Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1921.2022	
Address	Okruzní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	1	3.09.2018	
Glider model	Aya 2 M	Classification	A	N Contraction of the second seco	
Serial number	2358-11-1140	Representative		lone	
		Place of test			
Trimmer	no	Place of lest	V	/illeneuve	
Folding lines used	no				
Test pilot		Claude Thurnheer	A	lain Zoller	
Harness		Supair - Altiplume M	C	Gin Gliders - Gingo 2 L	
Harness to risers d	listance (cm)	44	4	3	
Distance between i		40	4	4	
Total weight in flig		75		5	
	in (ng)	10			
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	, , ,	А
Special take off technique	e required	No	Α	No	А
2. Landing		Α			
Special landing technique		No	A	No	A
3. Speed in straight fligh		A		No.	
Trim speed more than 30		Yes	A	Yes	A
Minimum speed	ontrols larger than 10 km/h	Yes Less than 25 km/h	A A	Yes Less than 25 km/h	A A
4. Control movement			A		A
Max. weight in flight up	to 80 kg	2			
Symmetric control pressu		Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80					Ū
Symmetric control pressu		Increasing / greater than 60 cm	А	Increasing / greater than 60 cm	А
Max. weight in flight gre					
Symmetric control pressu	-	Increasing / greater than 65 cm	А	not available	0
5. Pitch stability exiting		Α			
Dive forward angle on exi	it	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No	А	No	А
6. Pitch stability operati flight	ng controls during accelerated	A			
Collapse occurs		No	А	No	А
7. Roll stability and dam	nping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spi		Α			
Tendency to return to stra	•••	Spontaneous exit	A	Spontaneous exit	A
-	ully developed spiral dive	A			
Initial response of glider (Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to stra	aight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover nor	mal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
10. Symmetric front col	lapse	A			
Approximately 30 % cho	ord				
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А

Deserver	Coortenacio in lass than 2 a	•	Coortenaous in less than 2 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 0° to 30° Keeping course	A
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
At least 50% chord				
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	A
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
With accelerator				
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	А	Dive forward 0° to 30° / Keeping course	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	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
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	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
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	Α			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric 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°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A

Total change of course	Less than 360°	Α	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	А	Less than 90° / Dive or roll angle 15° to 45°	Α
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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	Α	No	А
Cascade occurs	No	Α	No	А
Folding lines used	No	А	No	А
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	А
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	А	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°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	Α			
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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	А	Stable flight	А
22. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
23. 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
24. Comments of test pilot				

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & NfL 2-565-20

Manufacturer AddressSky Paragiders a.s. Certification numberPG_1922 2022AddressDisavial 23911 Frydlant nad Ostravial CzeroFlight test12.12.2018Glider modelAya 2 LClassificationASerial number Folding ines usedAya 2 LClassificationASerial number Folding ines used358-11-1020RepresentativeNoneImage: Serial numberTimmernoPlace of testVilleneuveImage: Serial numberAnselm RauhHarnessoSomoth casy and constant rising AddressAnselm RauhImage: Serial numberHarness to risers clience (cm)448Somoth casy and constant rising AddressATotal weight in flight (kg)Somoth, casy and constant rising A NoNoASpecial landing technique requiredNoNoNoASpecial landing technique requiredNoNoANoA Special instructionYesAYesASpecial landing technique requiredNoNoNoASpecial number to than 30 km ¹ YesAYesAA Special number to term 10 km/hYesNoNoASymedial controls resument and 0 km/hYesNoNoAA Control mexauel to term 10 km/hYesNoNoASymedial control pressure / travelNoNoNoAA Special control pressure / travelNoNoNoNoA Special control	5					
Signal provide Calce model Aya 2 L Classification A Glider model Aya 2 L Classification A Serial number 2358-11-1202 Representative None Trimmer no Place of test Villeneuve Folding lines used no None Intervalue Villeneuve Folding lines used no Duck - ZeroGravity Woody Valley - Wani Light XL Harness to risers of risers (cm) 44 48 Soldination (Kg) Soldination (Kg) Place between risers (cm) 44 A Soldination (Kg) A Noo A Special take off technique required No A Soldination (Kg) A Noo A Special take off technique required No A No A No A Special take off technique required No A No A No A Special take off technique required No A No A No A Special take off technique required No A No A No A	Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1922.2022	
Serial number2358-11.1202RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoVilleneuveTost plotClaude ThurnheerAnselm RauhHarness to risers of isers of isers (cm)Dude - ZeroGravityWoody Valley - Wani Light XLHarness to risers (cm)4448Total weight in flight (kg)901101. InflationTake-offANoneASpecial take off technique requiredNoANoASpecial take off technique requiredNoANoASpecial take off technique requiredNoANoASpecial state off technique requiredNoANoASpecial inding technique requiredNoNoANoASpecial inding technique requiredNoNoANoASpecial inding technique requiredNo <td< td=""><td>Address</td><td>73911 Frýdlant nad Ostravicí</td><td>Flight test</td><td>1</td><td>2.12.2018</td><td></td></td<>	Address	73911 Frýdlant nad Ostravicí	Flight test	1	2.12.2018	
Serial number2358-11.1202RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoTest pilotClaude ThurnheerAnselm RauhHarnessDudek - ZeroGravityWoody Valley - Wani Light XLHarness to risers cirsers c(m)4355Distance between risers (cm)4448Total weight in flight (kg)901101. Inflation/Take-offASmooth, easy and constant risingASpecial take off technique requiredNoANoASpecial take off technique requiredNoANoA3. Special take off technique requiredNoANoA3. Special indraight flightANoAASpecial indraight flight to ho topVesAVesASpecial indraight flight to 10 kgVesAVesAA Control movementALess than 25 kmhACesA Special infight grout rises urIncreasing / greater than 80 cmANoSymmetric control pressure / travelnot available0not availableASymmetric control pressure / travelNoANoACollapse occursNoANoACesSymmetric control pressure / travelNoANoACollapse occursNoANoACesSymmetric control pressure / travel	Glider model		Classification	A	N N	
Trimmer no Place of test Villeneuve Folding lines used no No No Test pilot Claude Thurnheer Anselm Rauh Hamess Harness Dudek - ZeroGravity Woody Valley - Wani Light XL Hamess Harness to risers distance (cm) 44 B Hamess Hamess Total weight in filght (kg) 90 11 Hamess A Special take off technique required No A No A Special take off technique required No A No A Special take off technique required No A No A Special take off technique required No A No A Special take off technique required No A No A Apped and than 30 km/h Yes A Yes A Minimum speci for than 30 km/h Yes A Yes A A control oresume / travel Increasing / greater than 60 cm A Increasing / greater than 60 cm A Max. weight in filght up to 30 Increasing / greater than 60 cm		-				
Folding lines used noClaude ThumherAnselm RauhHarnessDudek - ZeroGravityWoody Valley - Wan Light XLHarness to risers distance (cm)435Distance between risers (cm)4448Total weight in flight (kg)00101. InflationTak-offASmooth, easy and constant risingASpecial take off technique requiredNoANoASpecial inding technique requiredNoAVesASpecial inding technique requiredNoAVesASpecial inding technique requiredNoNoANoAA Control foresure (Tawa)NoNoNoANoASpecial inding technique requirednot availableNoNoANoASymmetic control pressure (Tawa)NoNoNoNoANoASymmetic control pressure (Tawa)NoNoNoNoANoASymmetic control pressure (Tawa)NoNoNoNoNoNoASymmetic control pressure (Tawa)NoNoNoNoNoNoNoNoSymetic control pressure (Tawa)N			•			
Test pilot HarnessClaude Thurnheer Dudek - ZeroGravityAnselm Rauh Woody Valley - Wani Light XL 	-		Place of lest	v	lieneuve	
HarnessDudek - ZeroGravityWoody Valley - Wani Light XLHarness to risers distance (cm)4355Distance between risers (cm)4448Total weight in flight (kg)901101.Inflation/Take-offASmooth, easy and constant risingASpecial take off technique requiredNoANoASpecial take off technique requiredNoANoA2. LandingASpecial instight flightANoANoA3. Speed in straight flightATim speed more than 30 km/hYesAYesAASpeed range using the controls larger than 10 km/hYesAYesAAA. Control movementA <td< td=""><td>Folding lines used</td><td>no</td><td></td><td></td><td></td><td></td></td<>	Folding lines used	no				
Harness to risers distance (cm)4355Distance between risers (cm)4448Total weight in flight (kg)901101. Inflation/Take-offAsmooth, easy and constant risingARising behaviourSmooth, easy and constant risingANoASpecial take off technique requiredNoANoA2. LandingASmooth, easy and constant risingANoA2. LandingANoANoA3. Special take off technique requiredNoANoA3. Special take off technique requiredNoANoA3. Special take off technique requiredAYesAYesAMinimum special not take to technique requiredAYesAYesASpecial take to technique requiredNoAYesAYesASpecial take off technique requiredNoAYesAYesASpecial take off technique requiredNoAYesAYesASpecial take off technique requiredNoAYesAYesAMinimum special take off technique requiredIncreasing / greater than 60 cmAIncreasing / greater than 60 cmANoASymmetric control pressure / travelIncreasing / greater than 60 cmANoAOACollapseACollapseACollapseACollapseACollapse <td>Test pilot</td> <td></td> <td>Claude Thurnheer</td> <td>A</td> <td>nselm Rauh</td> <td></td>	Test pilot		Claude Thurnheer	A	nselm Rauh	
Distance between risers (cm)4448Total weight in flight (kg)901101. Inflation/Take-offASmooth, easy and constant risingARising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASecial landing technique requiredNoANoA3. Special rating flightASecial landing technique requiredNoANoA3. Speed range using the controls larger than 10 km/hYesAYesAYesAC. Control movementACast than 25 km/hAYesAYesAMax. weight in flight up to 80 kgSummetric control pressure / travelnot available0not available0Max. weight in flight up to 80 kgSummetric control pressure / travelNot available0Increasing / greater than 60 cmANot available0Symmetric control pressure / travelNot availableNot available0Increasing / greater than 65 cmASymmetric control pressure / travelNot availableANoAACollapse occursNoANoACollapseACollapse occursNoANoAACollapse occursNoANoAASublity and tamping flightACollapseASpontaneous exit (a force decreasing, rate of turn decre	Harness		Dudek - ZeroGravity	V	Voody Valley - Wani Light XL	
Total weight in flight (kg)901101. Inflation/Take-offARising behaviourSmooth, easy and constant risingASpecial lake off technique requiredNoA2. LandingASpecial laking technique requiredNoA3. Special landing technique requiredNoA3. Special landing technique requiredNoA3. Special landing technique requiredNoA3. Special instraight flightA4. Control movementA4. Control movementA4. Control movementAMax. weight in flight value to 80 kgSymmetric control pressure / travelnot available0Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelnot available0Max. weight in flight go colerated flightASymmetric control pressure / travelnot available0Max. weight in flight go colerated flightASymmetric control pressure / travelnot available0Increasing / greater than 60 cmANoANoACollapse occursNoANoANoCollapse occursNoAASpontaneous exitAStability in genties piralsAASpontaneous exitAStability in genties piralsAASpontaneous exit (g frore decreasing, rate of turn decreasing)ASpontaneous exit (g frore decreasing, rate of t	Harness to risers d	listance (cm)	43	5	5	
Total weight in flight (kg)901101. Inflation/Take-offARising behaviourSmooth, easy and constant risingASpecial lake off technique requiredNoA2. LandingASpecial laking technique requiredNoA3. Special landing technique requiredNoA3. Special landing technique requiredNoA3. Special landing technique requiredNoA3. Special instraight flightA4. Control movementA4. Control movementA4. Control movementAMax. weight in flight value to 80 kgSymmetric control pressure / travelnot available0Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelnot available0Max. weight in flight go colerated flightASymmetric control pressure / travelnot available0Max. weight in flight go colerated flightASymmetric control pressure / travelnot available0Increasing / greater than 60 cmANoANoACollapse occursNoANoANoCollapse occursNoAASpontaneous exitAStability in genties piralsAASpontaneous exitAStability in genties piralsAASpontaneous exit (g frore decreasing, rate of turn decreasing)ASpontaneous exit (g frore decreasing, rate of t	Distance between i	risers (cm)	44	4	8	
Rising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial lake off technique requiredNoANoA2. LandingAVersenseANoASpecial landing technique requiredNoANoA3. Speed in straight flightAVersenseAYesASpeed range using the controls larger than 10 km/hYesAALess than 25 km/hA4. Control movementALess than 25 km/hALess than 25 km/hA4. Control pressure / travelnot availableon ot available0Max. weight in flight 80 kg to 100 kgUrseising / greater than 60 cmAnot available0Max. weight in flight 80 kg to 100 kgUrseising / greater than 60 cmAnot available0Max. weight in flight 80 kg to 100 kgUrseising / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgUrseising / greater than 60 cmANoASymmetric control pressure / travelnot availableOANoACollapse occursNoANoACollapseACollapseACollapse occursNoANoANoACollapseACollapse occursNoANoASoconanceus exitASoconanceus exitACollapse occursNoANoNoASoconanceus exitA						
Rising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial lake off technique requiredNoANoA2. LandingAVersenseANoASpecial landing technique requiredNoANoA3. Speed in straight flightAVersenseAYesASpeed range using the controls larger than 10 km/hYesAALess than 25 km/hA4. Control movementALess than 25 km/hALess than 25 km/hA4. Control pressure / travelnot availableon ot available0Max. weight in flight 80 kg to 100 kgUrseising / greater than 60 cmAnot available0Max. weight in flight 80 kg to 100 kgUrseising / greater than 60 cmAnot available0Max. weight in flight 80 kg to 100 kgUrseising / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgUrseising / greater than 60 cmANoASymmetric control pressure / travelnot availableOANoACollapse occursNoANoACollapseACollapseACollapse occursNoANoANoACollapseACollapse occursNoANoASoconanceus exitASoconanceus exitACollapse occursNoANoNoASoconanceus exitA	1 Inflation/Take off		•			
Special take off technique requiredNoANoA2. LandingASpecial landing technique requiredNoANoASpecial landing technique requiredNoANoA3. Special in straight flightATTTrim speed more than 30 km/hYesAYesASpecial range using the controls larger than 10 km/hYesAYesA4. Control movementACStash a25 km/hAAA. Control movementnot availableonot available0Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelnot available0Increasing / greater than 60 cmAMax. weight in flight 80 kg to 100 kgSymmetric control pressure / travelnot available0Increasing / greater than 60 cmASymmetric control pressure / travelnot availableOIncreasing / greater than 65 cmASymmetric control pressure / travelnot availableOIncreasing / greater than 65 cmADive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoANoACollapse occursNoANoAReducingACollapse occursNoAReducingASpontaneous exitASpontaneous exit fig fortsSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decre				٨	Smooth easy and constant rising	٨
2. LandingASpecial landing technique requiredNoANoA3. Speed in straight flightA<	-	roquirod				
Special landing technique requiredNoANoA3. Speed in straight flightATrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementAKontrol in several Planet		required		~	110	A
3. Speed in straight flightATrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hAA4. Control movementAASeed range using the ontrols larger than 10 km/hNALess than 25 km/hAMax. weight in flight up to 80 kgSmmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelIncreasing / greater than 60 cmAnot available0Symmetric control pressure / travelnot available0Increasing / greater than 60 cmA5. Pitch stability exiting accelerated flightAUre forward less than 30°ADive forward less than 30°ACollapse occursNoANoAACollapse occursNoANoAA7. Roll stability ontraight flightSpontaneous exitASpontaneous exitA8. Stability in gente spiralsASpontaneous exitASpontaneous exit (g force decreasing, rate of fund decreasing)A9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of fund decreasing)A10. Symmetric cont collapseALess than 720°, spontaneousASpontaneous exit (g force decreasing, rate of fund decreasing)<	•	e required		Δ	No	Δ
Trim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAAALess than 25 km/hAMax. weight in flight up to 80 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgSymmetric control pressure / travelnot available0Increasing / greater than 60 cmA.Symmetric control pressure / travelnot available0Increasing / greater than 60 cmA.Symmetric control pressure / travelNot available0Increasing / greater than 30°A.Collapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoA				,,		~
Speed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hA4. Control movementALess than 25 km/hAMax. weight in flight up to 80 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgIncreasing / greater than 60 cmANot available0Symmetric control pressure / travelnot available0Increasing / greater than 65 cmASymmetric control pressure / travelNot available0Increasing / greater than 65 cmASymtetric control pressure / travelNot available0Increasing / greater than 65 cmASymtetric control pressure / travelAANot availableACollapse occursNoANoASolutionACollapse occursNoANoANoAS tability in gentle spiralsASpontaneous exitASpontaneous exitAS tability in gentle spiralsAImmediate reduction of rate of turn decreasing, ra				А	Yes	А
Minimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAMax. weight in flight up to 80 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight 30 kg to 100 kgSymmetric control pressure / travelIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kg0Increasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kg0Increasing / greater than 60 cmANot available0Symmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAVNoACollapse occursNoANoAACollapse occursNoANoAACollapse occursNoANoAAStability in gentle spiralsAReducingAReducingAStability in gentle spiralsASpontaneous exitASpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)Less than 720°, spontaneous ercoveryALess than 720°, spontaneous ercoveryASpontaneous exit (g force decreasing, rate of turn decreasing)ALess than 720°, spontaneous ercoveryASpontaneous exit (g force decreasing, rate of turn decreasing)ALe	· · · ·					
4. Control movementAMax. weight in flight up to 80 kgnot available0not available0Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgrr0Symmetric control pressure / travelIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgrrr0Symmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightArrrCollapse occursNoADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoAACollapse occursNo <td></td> <td><u> </u></td> <td>Less than 25 km/h</td> <td>А</td> <td>Less than 25 km/h</td> <td></td>		<u> </u>	Less than 25 km/h	А	Less than 25 km/h	
Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgnot available0Increasing / greater than 60 cmAnot availableASymmetric control pressure / travelnot available0Increasing / greater than 65 cmAA5. Pitch stability exiting accelerated flightADive forward less than 30°ANoAACollapse occursNoANoNoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursReducingAReducingAStability operating controls during accelerated flightReducingANoA7. Rol stability and dampingAReducingAReducingA8. Stability ing entile spiratsASpontaneous exitASpontaneous exitA9. Sehaviour exiting a fully developed spiral dive decreasing, rate of turn decreasing, r						
Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgnot available0Increasing / greater than 60 cmAnot availableASymmetric control pressure / travelnot available0Increasing / greater than 65 cmAA5. Pitch stability exiting accelerated flightADive forward less than 30°ANoAACollapse occursNoANoNoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursReducingAReducingAStability operating controls during accelerated flightReducingANoA7. Rol stability and dampingAReducingAReducingA8. Stability ing entile spiratsASpontaneous exitASpontaneous exitA9. Sehaviour exiting a fully developed spiral dive decreasing, rate of turn decreasing, r	Max. weight in flight up	to 80 kg				
Symmetric control pressure / travelIncreasing / greater than 60 cmAnot available0Max. weight in flight greater than 100 kgnot available0Increasing / greater than 65 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoAA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingANoAAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exit (g forceA9. Behaviour exiting a fully developed spiral diveImmediate reduction of rate of turnASpontaneous exit (g force decreasing), rate of turn decreasing)A1. Intra angle to recover normal flightLess than 720°, spontaneousALess than 720°, spontaneous exit (g force recovery spontaneous exit of turn decreasing)A10. Symmetric front collapseAAALess than 720°, spontaneous exit of turn decreasing)A10. Symmetrig front collapseAAAAAApproximately 30 % chordAAAA			not available	0	not available	0
Max. weight in flight greater than 100 kgNot available0Increasing / greater than 65 cmASymmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoAA6. Pitch stability operating controls during accelerated flightANoA6. Pitch stability and dampingASondanceACollapse occursNoANoA7. Roll stability and dampingANoAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitA9. Behaviour exiting a fully developed spiral dive fendency to return to straight flightASpontaneous exit (g force decreasing, rate of turn decreasing)A1. Intra angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA	Max. weight in flight 80	kg to 100 kg				
Symmetric control pressure / travelnot available0Increasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingAReducingAReducing0 ScillationsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)AMendetare fully force decreasing, rate of furn decreasing, rate of furn decreasing, rate of furn decreasing, rate of furn decreasing, recoveryALess than 720°, spontaneous ecoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous ecoveryAA	Symmetric control pressu	re / travel	Increasing / greater than 60 cm	А	not available	0
5. Pitch stability exiting accelerated flightADive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingAVoAAOscillationsReducingAReducingAA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Intial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing) decreasing, rate of turn decreasing, rate of turn decreasing, rate of turn decreasing, recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA <t< td=""><td>Max. weight in flight gre</td><td>ater than 100 kg</td><td></td><td></td><td></td><td></td></t<>	Max. weight in flight gre	ater than 100 kg				
Dive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoACollapse occursNoANoA7. Roll stability and dampingAKeducingAReducingOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitA9. Behaviour exiting a fully developed spiral dive lenency to return to straight flightAImmediate reduction of rate of turn decreasing, rate of turn decreasing)ATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA	Symmetric control pressu	re / travel	not available	0	Increasing / greater than 65 cm	А
Collapse occursNoANoA6. Pitch stability operating controls during accelerated fightASSS	5. Pitch stability exiting	accelerated flight	Α			
6. Pitch stability operating controls during accelerated flightACollapse occursNoANoA7. Roll stability and dampingAOscillationsReducingAReducingA8. Stability in gentle spiralsASontaneous exitATendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing)AImmediate reduction of rate of turn decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA	Dive forward angle on exi	t	Dive forward less than 30°	А	Dive forward less than 30°	А
flightCollapse occursNoANoACollapse occursANoA7. Roll stability and dampingAAReducingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveASpontaneous exit (g force decreasing, rate of turn decreasing)AImmediate reduction of rate of turn decreasing, rate of turn	Collapse occurs		No	А	No	А
7. Roll stability and dampingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveASpontaneous exit (a force of turn to straight flight)AImmediate reduction of rate of turn to straight flight)A1. Initial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn		ng controls during accelerated	Α			
OscillationsReducingAReducingA8. Stability in gentle spiralsATendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnA1nitial response of glider (first 180°)Immediate reduction of rate of turnASpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA0. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous recoveryA	Collapse occurs		No	А	No	А
8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive A Immediate reduction of rate of turn A Immediate reduction of rate of turn A Initial response of glider (first 180°) Immediate reduction of rate of turn A Immediate reduction of rate of turn A Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing) A Spontaneous exit (g force decreasing, rate of turn decreasing) A Turn angle to recover normal flight Less than 720°, spontaneous exit (ecovery) A Less than 720°, spontaneous exit (ecovery) A 10. Symmetric front collapse A A A A A	7. Roll stability and dam	nping	Α			
Tendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnAInitial response of glider (first 180°)Immediate reduction of rate of turnAImmediate reduction of rate of turnATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous recoveryK	Oscillations		Reducing	А	Reducing	А
9. Behaviour exiting a fully developed spiral dive A Initial response of glider (first 180°) Immediate reduction of rate of turn A Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing) A Turn angle to recover normal flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous A 10. Symmetric front collapse A A A			Α			
Initial response of glider (first 180°)Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing)AImmediate reduction of rate of turn AATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAA		• •	•	А	Spontaneous exit	A
Tendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapseAASpontaneous recoveryAApproximately 30 % chordAA	-					
decreasing, rate of turn decreasing) decreasing, rate of turn decreasing) Turn angle to recover normal flight Less than 720°, spontaneous recovery 10. Symmetric front collapse A Approximately 30 % chord A	· · · · · · · · · · · · · · · · · · ·					
recovery recovery 10. Symmetric front collapse A Approximately 30 % chord A	lendency to return to stra	aight flight		A		A
10. Symmetric front collapse A Approximately 30 % chord A	Turn angle to recover nor	mal flight	· · · ·	A		A
	10. Symmetric front col	apse	•			
EntryRocking back less than 45°ARocking back less than 45°A	Approximately 30 % cho	ord				
	Entry		Rocking back less than 45°	А	Rocking back less than 45°	А

Deserves		•		•
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
Folding lines used	No	А	No	А
At least 50% chord				
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		A
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
With accelerator				
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		A
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
11. Exiting deep stall (parachutal stall)	A		-	
Deep stall achieved	Yes	А	Yes	А
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°	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		No	A
12. High angle of attack recovery	A	А		~
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	•		•	
	No A	A	No	A
13. Recovery from a developed full stall Dive forward angle on exit	A 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	Α			
Small asymmetric collapse		•		•
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric 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°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Small asymmetric collapse with fully activated accelerator				
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	A	Spontaneous re-inflation	A

Total change of course	Less than 360°	Α	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	А	Less than 90° / Dive or roll angle 15° to 45°	Α
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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	Α	No	А
Cascade occurs	No	Α	No	А
Folding lines used	No	А	No	А
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	А
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	А	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°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	Α			
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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	А	Stable flight	А
22. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
23. 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
24. Comments of test pilot				

Route du Pré-au-Comte 8 🔺 CH-1844 Villeneuve 🔺 +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & NfL 2-565-20

Signal problem Signal problem Glider model Aya 2 XL Classification A Serial number 2360-11-1344 Representative None Trimmer no Place of test Villeneuve Folding lines used no Anselm Rauh Anselm Rauh Harness to risers distance (cm) 43 Ags Ava Sport - Acro 1 L Harness to risers distance (cm) 46 48 Assection Total weight in flight (kg) 105 130 Assection Singing behavior Smoth, easy and constant rising A No A Special take off technique required No A No A Special landing technique required No A No A Special instraight flight A A No A Special instraight flight A No A No A Special instraight flight A A No A No A Special instraight flight opt to 80 kg No A No A No A Special instr						
Signal problem Signal problem Glider model Aya 2 XL Classification A Serial number 2360-11-1344 Representative None Trimmer no Place of test Villeneuve Folding lines used no Anselm Rauh Anselm Rauh Harness to risers distance (cm) 43 Ags Ava Sport - Acro 1 L Harness to risers distance (cm) 46 48 Assection Total weight in flight (kg) 105 130 Assection Singing behavior Smooth, easy and constant rising A Smooth, easy and constant rising A Special take off technique required No A No A Special instraight flight A No A Special landing technique required No A No A Special instraight flight A No A No A Special instraight flight A No A No A Special instraight flight A No A No A Specinal instraight flight A <td colspan="2">Manufacturer Sky Paragliders a.s.</td> <td>Certification number</td> <td colspan="2">PG_1923.2022</td> <td></td>	Manufacturer Sky Paragliders a.s.		Certification number	PG_1923.2022		
Glider modelAya 2 XLClassificationASerial number2360-11-1344RepresentativeNoneTrimmernoPlace of testVilleneuveFolding lines usednoVilleneuveTest pilotNoAnselm RauhHarnessGin Gliders - Gingo 2 LAva Sport - Acro 1 LHarness to risers distance (cm)4348Distance between risers (cm)4648Otal weight in flight (kg)1051301. InfrationTake-offASmooth, easy and constant rising ANoA. Speed landing technique requiredNoANoASpeed landing technique requiredNoANoASpeed instraight flightAYesAYesASpeed instraight flightYesAYesAYesAA Speed instraight flight to to 80Symmetic controls larger than 10 kmhYesAYesAMax. weight in flight to to 80Symmetic control pressure / travelnot available0not availableAMax. weight in flight geater than 10 kgIncreasing / greater than 65 cmANoASymmetic control pressure / travelNoNoANoACollapse occursNoANoANoASymmetic control pressure / travelNoNoANoACollapse occursNoANoANoASymmetic control pressure / travelNo	Address	73911 Frýdlant nad Ostravicí	Flight test	1	2.12.2018	
Serial number 2300-11-1344 Representative None Trimmer no Place of test Villeneuve Folding lines used no Anselm Rauh Image: Comparison of test Test pilot Kain Zoller Anselm Rauh Image: Comparison of test Harness to risers distance (cm) 43 48 Image: Comparison of test Image: Comparison of test Distance between risers (cm) 46 48 Image: Comparison of test Image: Comparison of test	Glider model	•	Classification	A		
Trimmer no Place of test Villeneuve Folding lines used no Anselm Rauh Inselm Rauh Harness Gin Gliders - Gingo 2 L. Ava Sport - Acro 1 L. Harness to risers distance (cm) 43 48 Distance between risers (cm) 46 48 Total weight in flight (kg) 105 130 1. Inflation/Take-off A No A Special take off technique required No A No A 2. Landing A No A No A 3. Special take off technique required No A No A 3. Special take off technique required A No A A Aspecial take off technique required No A No A Special take off technique required No A No A Aspecial take off technique required No A No A Special take off technique required No A No A Maximum special take off technique required No A No A		-				
Folding lines used no Alain Zoller Anselm Rauh Harness Gin Gliders - Gingo 2 L Ava Sport - Acro 1 L Harness to risers distance (cm) 43 48 Distance between risers (cm) 46 48 Total weight in flight (kg) 105 130 1. InflationTake-off A Smooth, easy and constant rising Special take off lechnique required No A Special lake off lechnique required No A No A Special lake off lechnique required No A No A Special indig technique required No A No A Special anding technique required No A Ves A Special andig technique required No A Ves A Special andig technique required <			•			
Test pilot Alain Zoller Anselm Rauh Harness Gin Gilders - Gingo 2 L Ava Sport - Acro 1 L Harness to risers distance (cm) 43 48 Distance between risers (cm) 46 48 Total weight in flight (kg) 105 130 1. Inflation/Take-off A Smooth, easy and constant rising A Special take off technique required No A No Special take off technique required No A No A 3. Special take off technique required No A No A 3. Special narraight flight A Yes A A Control movement A Yes A Max. weight in flight 0 to 80 kg Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available A No A Symmetric control pressure / travel not available A No A Symmetric control pressure / travel not available A No A Symmetric control pressure / travel not available A <td></td> <td></td> <td>Place of lest</td> <td>V</td> <td>meneuve</td> <td></td>			Place of lest	V	meneuve	
HarnessGin Gliders - Gingo 2 LAva Sport - Acro 1 LHarness to risers distance (cm)4348Distance between risers (cm)4648Total weight in flight (kg)1051301. Inflation/Take-offAsmooth, easy and constant risingASheelal take off technique requiredNoANoASpecial take off technique requiredInteresting (greater than 10 km/hNoA	Folding lines used	no				
Harness to risers distance (cm)4348Distance between risers (cm)4648Distance between risers (cm)4648Total weight in flight (kg)105301. Inflation/Take-offAstateRising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA3. Speed in straight flightATTTASpecial take off technique requiredNoANoAA. Control movementAVesAYesAMax. weight in flight up to 80 kgTTTTSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmANoANoANoACollapseACollapse occursNoANoANoACollapse occursNoANoASpontaneous exitAOther function pressure / travelNoANoAACollapse occursNoANoA </td <td>Test pilot</td> <td></td> <td>Alain Zoller</td> <td>A</td> <td colspan="2">Anselm Rauh</td>	Test pilot		Alain Zoller	A	Anselm Rauh	
Distance between risers (m)4648Total weight in flight (kg)1051301. Inflation/Take-offASmooth, easy and constant risingARising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingASecond landing technique requiredNoANoA3. Speed In straight flightANoASecond landing technique requiredNoANoA3. Speed range using the controls larger than 10 km/hYesAYesAYesA4. Control movementAASecond label0Notavailable0Notavailable0Max. weight in flight up to 80 kgNoAIsoenaus (J reasing / greater than 65 cmAIncreasing / greater than 65 cmAIve forward lass for maASymmetric control pressure / travelIncreasing / greater than 65 cmANoACollapse occursNoANoAOtalgase occursNoANoACollapse occursNoANoACollapse occursANoASublitity and tampingACultured on frate off turedANoAACollapse occursANoASublitity in gentie spiralsASpontaneous exitANoAASpontaneous exitASpontaneous exit (g force dcreasing, rate of turu dcreasi	Harness		Gin Gliders - Gingo 2 L	A	Ava Sport - Acro 1 L	
Total weight in flight (kg)1051301. Inflation/Take-offASmooth, easy and constant rising Smooth, easy and constant rising AASmooth, easy and constant rising AASpecial lake off technique requiredNoANoA2. LandingATTSpecial lake off technique requiredNoANoA3. Special landing technique requiredNoANoA3. Special landing technique requiredNoANoA3. Special instraight flightATTTTrim speed more than 30 km/hYesAYesASpecial landing technique requiredNoANoAA. Control movementALess than 25 km/hALess than 25 km/hA4. Control pressure / travelnot available0not available0Not available0Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exting accelerated flightACollapse occursNoANoA6. Stability operating controls during acceleratedASpontaneous exitASpontaneous exitA7. Roll stability operating on travel spiralsAReducingASpontaneous exitA8. Stability in gentle spiralsASpontaneous exit (g force 	Harness to risers d	listance (cm)	43	4	48	
Total weight in flight (kg)1051301. Inflation/Take-offASmooth, easy and constant rising Smooth, easy and constant rising AASmooth, easy and constant rising AASpecial lake off technique requiredNoANoA2. LandingATTSpecial lake off technique requiredNoANoA3. Special landing technique requiredNoANoA3. Special landing technique requiredNoANoA3. Special instraight flightATTTTrim speed more than 30 km/hYesAYesASpecial landing technique requiredNoANoAA. Control movementALess than 25 km/hALess than 25 km/hA4. Control pressure / travelnot available0not available0Not available0Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exting accelerated flightACollapse occursNoANoA6. Stability operating controls during acceleratedASpontaneous exitASpontaneous exitA7. Roll stability operating on travel spiralsAReducingASpontaneous exitA8. Stability in gentle spiralsASpontaneous exit (g force decreasing, rate of turn decreasing)AIntredecreasing, rate of turn decr	Distance between r	risers (cm)	46	4	48	
1. Inflation/Take-off A 1. Inflation/Take-off A Special take off technique required No A No A Special take off technique required No A No A 2. Landing A						
Rising behaviourSmooth, easy and constant risingASmooth, easy and constant risingASpecial take off technique requiredNoANoA2. LandingAASpecial landing technique requiredNoANoA3. Speed in straight flightAVesASpeed range using the controls larger than 10 km/hYesAYesASpeed range using the controls larger than 10 km/hYesALess than 25 km/hA4. Control movementALess than 25 km/hALess than 25 km/hAMax. weight in flight 90 to 80 kgont availableon tavailable0Not available0Max. weight in flight 80 kg to 100 kgIncreasing / greater than 65 cmANoASymmetric control pressure / travelIncreasing / greater than 65 cmANoACollapse occursANoACollapse occursNoANoANoACollapse occursANoAACollapse occursNoANoANoASpontaneous exitASpontaneous exitASpontaneous exit (f force fight fight fight gevel piralsASpontaneous exit (f force fight fight fight gevel piralsANoAAAAAAAAAAAAAAAAAAAAAAAA <td< td=""><td></td><td>in (ng)</td><td>100</td><td>'</td><td>50</td><td></td></td<>		in (ng)	100	'	50	
Special take off technique requiredNoANoA2. LandingASpecial landing technique requiredNoANoASpecial landing technique requiredNoANoASpecial instraight flightATim speed more than 30 km/hYesAYesASpecial range using the controls larger than 10 km/hYesAYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementAAAControl pressure / travelnot availableOnot availableOMax. weight in flight 80 kg to 100 kgSymmetric control pressure / travelnot availableOnot availableONoANoASymmetric control pressure / travelnot availableOnot availableONoANoACollapse occursASecontrol pressure / travelANoAANoAACollapse occursNoANoAACollapse occursANoAAACollapse occursANoAASpontaneous exitAASpontaneous exitAACollapse occursANoAANoAAAAAAAAAAAAAAAAAAAAAAAAAA<						
2. LandingASpecial landing technique requiredNoANoASpecial in straight flightATim speed more than 30 km/hYesAYesASpecial range using the controls larger than 10 km/hYesAVesA4. Control movementLess than 25 km/hALess than 25 km/hAVesA4. Control movementAA<	Rising behaviour		•			A
Special landing lechnique requiredNoANoA3. Specd in straight flightA3. Specd in straight flightYesAYesASpecd range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hALess than 25 km/hA4. Control movementAVesNoNoNoAMax. weight in flight up to 80 kgNoNoNoNoNoNoSymmetric control pressure / travelnot available0not available0NoNoNoNoNoNoASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmANoACollapse occursNoACollapse occursNoANoAACollapse occursANoAACollapse occursANoAA </td <td></td> <td>erequired</td> <td></td> <td>А</td> <td>No</td> <td>А</td>		erequired		А	No	А
3. Speed in straight flightATrim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesASpeed range using the controls larger than 10 km/hLess than 25 km/hALess than 25 km/hA4. Control movementALess than 25 km/hALess than 25 km/hAMax. weight in flight up to 80 kgon tavailable0not available0Not available0Symmetric control pressure / travelnot available0not available0Not available0Max. weight in flight 80 kg to 100 kgSymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAVersourceANoACollapse occursNoANoAA6. Pitch stability operating controls during accelerated flightANoAA7. Roll stability and dampingAReducingAReducingA8. Stability in gutle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a flight flightSpontaneous exit (g force aging, rate of turn decreasing)ASpontaneous exit (g force aging, rate of turn decreasing)A1. Intila response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing)ASpontaneous exit (g force aging, rate of turn decreasing)A1. Symmetric	-					
Trim speed more than 30 km/hYesAYesASpeed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAAKess than 25 km/hAMax. weight in flight top to 80 kgSSSSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgSNot available0Not available0Max. weight in flight greater than 100 kgSSSSAIncreasing / greater than 65 cmAIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASSACollapse occursNoANoACollapse occursASoACollapse occursANoAACollapse occursANoAACollapse occursANoAAA <td colspan="2"></td> <td></td> <td>A</td> <td>No</td> <td>A</td>				A	No	A
Speed range using the controls larger than 10 km/hYesAYesAMinimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAALess than 25 km/hAMax. weight in flight up to 80 kgont available0not available0Max. weight in flight 80 kg to 100 kgont available0not available0Max. weight in flight greater than 100 kgont available0not available0Max. weight in flight greater than 100 kgont available0not available0Symmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelIncreasing / greater than 30°ADive forward less than 30°ASolitot stability exiting accelerated flightACollapse occursNoANoACollapse occursNoANoAACollapse occursANoACollapse occursNoAReducingAAA </td <td colspan="2"></td> <td></td> <td>•</td> <td>×.</td> <td></td>				•	×.	
Minimum speedLess than 25 km/hALess than 25 km/hA4. Control movementAMax. weight in flight up to 80 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight 30 kg to 100 kgSymmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgsnot available0not available0Symmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAurcreasing / greater than 30°ADive forward less than 30°A6. Pitch stability operating controls during acceleratedAincreasing / greater than 65 cmANoA6. Pitch stability operating controls during acceleratedANoANoACollapse occursNoANoASpontaneous exitACollapse occursANoANoACollapse occursAReducingAReducingA8. Stability in gentle spiralsAImmediate reduction of rate of turnA9. Behaviour exiting a fully developed spiral diveASpontaneous exit (g force decreasing, rate of turn decreasing)A1. Intial response of glider (first 180°)Immediate reduction of rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)A1. Symmetric front collapse <td colspan="2">•</td> <td></td> <td></td> <td></td> <td></td>	•					
4. Control movement A Max. weight in flight up to 80 kg not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 Symmetric control pressure / travel not available 0 not available 0 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 Symmetric control pressure / travel Increasing / greater than 65 cm A Increasing / greater than 65 cm A Symtetric control pressure / travel No A No A Collapse occurs No A No A Collapse occurs No A No A Collapse occurs No A No A Stability in gentle spirals A A No A Reducing A Spontaneous exit A Immediate reduction of rate of turm A Stability in gentle spirals						
Max. weight in flight up to 80 kgnot availablenot avai				А	Less than 25 km/m	А
Symmetric control pressure / travelnot available0not available0Max. weight in flight 80 kg to 100 kgnot available0not available0Max. weight in flight greater than 100 kgnot available0not available0Max. weight in flight greater than 100 kgnot availableAIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightANoADive forward less than 30°ANoA6. Pitch stability operating controls during accelerated flightNoANoAACollapse occursNoANoAACollapse occursNoANoAACollapse occursANoAAACollapse occursANoAAACollapse occursAANoAACollapse occursANoAAACollapse occursANoAAACollapse occursANoAAAAReducingAReducingAATo distability ingentie spiralsAAAAASpontaneous exitASpontaneous exitABShability ingentie spiralsAAAInterdency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing, rate of turn decreasing, rate of turn decreasing, rat		to 80 kg	A			
Max. weight in flight 80 kg to 100 kgot available0not available0Symmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAUre forward less than 30°ADive forward less than 30°ACollapse occursNoANoAACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursNoANoACollapse occursReducingAReducingAStability in gentle spiralsASpontaneous exitAASpontaneous exitASpontaneous exit (g force dereesing, rate of turn decreasing)AInitial response of glider (first 180°)Immediate reduction of rate of turn decreasing, ra			not available	0	not available	0
Symmetric control pressure / travelnot available0not available0Max. weight in flight greater than 100 kgIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightAIncreasing / greater than 30°ADive forward less than 30°ACollapse occursNoANoANoA6. Pitch stability operating controls during accelerated flightAIncreasing / greater than 65 cmACollapse occursNoANoANoA6. Pitch stability and damping OscillationsAReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°)Immediate reduction of rate of turn decreasing, rate of turn decreasing)AImmediate reduction of rate of turn decreasing, rate of turn decreasing)A10. Symmetric front collapse Approximately 30 % chordAACest han 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA			not available	U		U
Max. weight in flight greater than 100 kgIncreasing / greater than 65 cmAIncreasing / greater than 65 cmASymmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoAA6. Pitch stability operating controls during accelerated flightANoA6. Oldapse occursNoANoA7. Roll stability and dampingANoAAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Tendency to return to straight flightASpontaneous exit (g force eccreasing, rate of turn decreasing)A10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneousA			not available	0	not available	0
Symmetric control pressure / travelIncreasing / greater than 65 cmAIncreasing / greater than 65 cmA5. Pitch stability exiting accelerated flightADive forward less than 30°ADive forward less than 30°ACollapse occursNoANoANoA6. Pitch stability operating controls during accelerated flightANoANoA7. Roll stability and dampingANoANoA0. ScillationsReducingAReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exit (g force decreasing, rate of turn decreasing)A9. Behaviour exiting a fully developed spiral dive turn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA				Ū		Ū
5. Pitch stability exiting accelerated flight A Dive forward angle on exit Dive forward less than 30° A Dive forward less than 30° A Collapse occurs No A No A 6. Pitch stability operating controls during accelerated flight A No A Collapse occurs No A No A Socillations Reducing A Reducing A Stability in gentle spirals A Estimation of rate of turn to straight flight Spontaneous exit (g force decreasing, rate of turn A Spontaneous exit (g force decreasing, rate of turn A Spo			Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
Dive forward angle on exitDive forward less than 30°ADive forward less than 30°ACollapse occursNoANoA6. Pitch stability operating controls during accelerated flightANoACollapse occursNoANoA7. Roll stability and dampingAANoAOscillationsReducingAReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral dive Tendency to return to straight flightAImmediate reduction of rate of turn decreasing, rate of turn decreasing)AImmediate reduction of rate of turn decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAA	• •				5 5	
Collapse occursNoANoA6. Pitch stability operating controls during accelerated flightASSS <td< td=""><td colspan="2"></td><td>Dive forward less than 30°</td><td>А</td><td>Dive forward less than 30°</td><td>А</td></td<>			Dive forward less than 30°	А	Dive forward less than 30°	А
flightNoANoACollapse occursNoANoA7. Roll stability and dampingAReducingAReducingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveASpontaneous exit (g force decreasing, rate of turn to straight flightAImmediate reduction of rate of turnA10. Symmetric front collapseALess than 720°, spontaneous exit (g force recoveryALess than 720°, spontaneous exit (g force recovery)A10. Symmetric front collapseAAALess than 720°, spontaneous exit (g force recovery)ALess than 720°, spontaneous exit (g force recovery)A				А		А
7. Roll stability and dampingAOscillationsReducingAReducingA8. Stability in gentle spiralsASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveASpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnA1nitial response of glider (first 180°)Immediate reduction of rate of turn decreasing, recoveryALess than 720°, spontaneous exit (g force decreasing, rate of turn decreasing)A10. Symmetric front collapseAAAAAApproximately 30 % chordAAAA		ng controls during accelerated	Α			
OscillationsReducingAReducingA8. Stability in gentle spiralsATendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnA1nitial response of glider (first 180°)Immediate reduction of rate of turnASpontaneous exit (g force decreasing, rate of turn decreasing)ATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force recoveryATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAAAA	Collapse occurs		No	А	No	А
8. Stability in gentle spirals A Tendency to return to straight flight Spontaneous exit A 9. Behaviour exiting a fully developed spiral dive A Initial response of glider (first 180°) Immediate reduction of rate of turn A Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing) A Initial response of glider (first 180°) Immediate reduction of rate of turn A Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing) A Turn angle to recover normal flight Less than 720°, spontaneous recovery A 10. Symmetric front collapse A Approximately 30 % chord A	7. Roll stability and dam	ping	Α			
Tendency to return to straight flightSpontaneous exitASpontaneous exitA9. Behaviour exiting a fully developed spiral diveAImmediate reduction of rate of turnAImmediate reduction of rate of turnAInitial response of glider (first 180°)Immediate reduction of rate of turnAImmediate reduction of rate of turnATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAAA			Reducing	А	Reducing	А
9. Behaviour exiting a fully developed spiral dive A Initial response of glider (first 180°) Immediate reduction of rate of turn A Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing) A Turn angle to recover normal flight Less than 720°, spontaneous recovery A 10. Symmetric front collapse A Approximately 30 % chord A	8. Stability in gentle spirals		Α			
Initial response of glider (first 180°)Immediate reduction of rate of turnAImmediate reduction of rate of turnATendency to return to straight flightSpontaneous exit (g force decreasing, rate of turn decreasing)ASpontaneous exit (g force decreasing, rate of turn decreasing)ATurn angle to recover normal flightLess than 720°, spontaneous recoveryALess than 720°, spontaneous recoveryA10. Symmetric front collapse Approximately 30 % chordAA	Tendency to return to straight flight		Spontaneous exit	А	Spontaneous exit	А
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing) A Spontaneous exit (g force decreasing, rate of turn decreasing) A Turn angle to recover normal flight Less than 720°, spontaneous recovery A Less than 720°, spontaneous exit (g force decreasing) A 10. Symmetric front collapse A A A A Approximately 30 % chord A A A	-					
decreasing, rate of turn decreasing) decreasing, rate of turn decreasing) Turn angle to recover normal flight Less than 720°, spontaneous 10. Symmetric front collapse A Approximately 30 % chord A						Α
recovery recovery 10. Symmetric front collapse A Approximately 30 % chord A	Tendency to return to straight flight			A		A
Approximately 30 % chord	Turn angle to recover normal flight			A		A
	10. Symmetric front coll	lapse	•			
Entry Rocking back less than 45° A Rocking back less than 45° A	Approximately 30 % cho	ord				
	Entry		Rocking back less than 45°	А	Rocking back less than 45°	Α

Deserver	Coordenaarie laas than 2 s	•	Coortenacio in lass than 2 s	^
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
Folding lines used	No	А	No	А
At least 50% chord				
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	A
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
With accelerator				
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
Folding lines used	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	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
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	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
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	Α			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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 (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	A
Folding lines used	No	А	No	A
Large asymmetric 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	Α	Spontaneous re-inflation	A
Total change of course	Less than 360°	Α	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	Α	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	Α	No	А
Small asymmetric collapse with fully activated accelerator Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle	A	Less than 90° / Dive or roll angle	А
roll angle	0° to 15° Spontaneous relinflation	^	15° to 45° Spontaneous reliation	^
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	A

Total change of course	Less than 360°	Α	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No	А	No	А
Large asymmetric collapse with fully activated accelerator				
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°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	A	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	А	No	А
Cascade occurs	No	Α	No	А
Folding lines used	No	А	No	А
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 symmetric control travel	A	More than 50 % of the symmetric control travel	А
16. Trim speed spin tendency	Α			
Spin occurs	No	Α	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	А	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	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	Α			
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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	А	Stable flight	А
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	A	No	A
23. Any other flight procedure and/or configuration	0			
described in the user's manual				
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
24. Comments of test pilot				