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 & LTF 91/09

Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1394.2018	
Address	Okruzní 39	Flight test	C	3.10.2018	
	73911 Frýdlant nad				
	Ostravicí Czech Republic				
Glider model	Aya S	Classification	A	A Contraction of the second seco	
Serial number	2358-11-1205	Representative		lone	
		•			
Trimmer	no	Place of test	V	/illeneuve	
Folding lines used	no				
Test pilot		Philippe Dupont	C	Claude Thurnheer	
Harness		Flugsau - Lightsau	S	Supair - Altiplume M	
Harness to risers d	listance (cm)	40	4	3	
Distance between r		40		4	
		60		30	
Total weight in flig	nt (kg)	00	С	00	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	, , , , , , , , , , , , , , , , , , ,	А
Special take off technique	erequired	No	Α	No	A
2. Landing		A			
Special landing technique		No	A	No	A
3. Speed in straight fligh		A			
Trim speed more than 30		Yes	A	Yes	A
	ontrols larger than 10 km/h	Yes Less than 25 km/h	A A	Yes Less than 25 km/h	A A
Minimum speed 4. Control movement			A		A
Max. weight in flight up	to 80 kg	A			
Symmetric control pressu		Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80		increasing / greater than 55 cm	Λ		U
Symmetric control pressu		not available	0	Increasing / greater than 60 cm	А
Max. weight in flight gre		notavallable	Ŭ	moreasing / greater than oo om	~
Symmetric control pressu	-	not available	0	not available	0
5. Pitch stability exiting		A	Ū		Ū
Dive forward angle on exi	_	Dive forward less than 30°	А	Dive forward less than 30°	А
Collapse occurs		No		No	А
•	ng controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and dam	ping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spi	rals	А			
Tendency to return to stra		Spontaneous exit	А	Spontaneous exit	А
-	ully developed spiral dive	Α			
Initial response of glider (Immediate reduction of rate of turn	А	Immediate reduction of rate of turn	А
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	А	Less than 720°, spontaneous recovery	A
10. Symmetric front coll	apse	A			
Approximately 30 % cho	ord				
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A

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Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 0° to 30° Keeping course	A
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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		No	
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	A
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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	A			
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	A		-	
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	A		5	
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°	А	Less than 90° / Dive or roll angle 0° to 15°	А
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of	А	No (or only a small number of	А
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	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		No	
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

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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		No	
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°	Α	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	А
Total change of course	Less than 360°	Α	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		No	
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	А	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	Α	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	Α	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	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	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	A	Stable flight	A
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				

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & LTF 91/09

Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1391.2018	
Address	Okruzní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	1	3.09.2018	
Glider model	Ауа М	Classification	A	N Contraction of the second seco	
Serial number	2358-11-1140	Representative	Ν	lone	
Trimmer	no	Place of test		/illeneuve	
		r lace of test	v	lieneuve	
Folding lines used	no				
Test pilot		Claude Thurnheer	A	lain Zoller	
Harness		Supair - Altiplume M	G	Gin Gliders - Gingo 2 L	
Harness to risers d	istance (cm)	40	4	.3	
Distance between r		43		4	
Total weight in fligh	it (Kg)	75	9	5	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	A
Special take off technique	required	No	А	No	А
2. Landing		Α			
Special landing technique	required	No	А	No	A
3. Speed in straight fligh		Α			
Trim speed more than 30		Yes	А	Yes	A
	ntrols larger than 10 km/h	Yes	А	Yes	A
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	A
4. Control movement		Α			
Max. weight in flight up					
Symmetric control pressu		Increasing / greater than 55 cm	A	not available	0
Max. weight in flight 80					
Symmetric control pressu		Increasing / greater than 60 cm	А	Increasing / greater than 60 cm	A
Max. weight in flight gre					
Symmetric control pressu		Increasing / greater than 65 cm	Α	not available	0
5. Pitch stability exiting	-	A Disc forward loss them 20%			
Dive forward angle on exi	t	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs 6. Pitch stability operati flight	ng controls during accelerated	No A	A	No	A
Collapse occurs		No	А	No	A
7. Roll stability and dam	ping	А			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spir	rals	Α			
Tendency to return to stra	light flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour exiting a fu	Illy developed spiral dive	А			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	А	Immediate reduction of rate of turn	A
Tendency to return to stra	light flight	Spontaneous exit (g force 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 coll	apse	A			
Approximately 30 % cho	ord				
Entry		Rocking back less than 45°	Α	Rocking back less than 45°	A

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Recovery	Spontaneous in less than 3 s	Α	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		No	
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		No	
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		No	
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	A			
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°	A	Less than 45°	A
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	A		C C	
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°	А	Less than 90° / Dive or roll angle 0° to 15°	А
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No (or only a small number of	А	No (or only a small number of	А
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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°	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		No	
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	А

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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		No	
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°	Α	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	А
Total change of course	Less than 360°	Α	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		No	
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	А	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°	Α	Stops spinning in less than 90°	А
Cascade occurs	No	Α	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	A	Stable flight	A
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				

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & LTF 91/09

Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1418.2018	
Address	Okruzní 39 73911 Frýdlant nad Ostravicí Czoch Popublic	Flight test	1	2.12.2018	
Olidar madal	Czech Republic	Classification			
Glider model	Aya L	Classification	A		
Serial number	2358-11-1202	Representative	Ν	lone	
Trimmer	no	Place of test	٧	/illeneuve	
Folding lines used	no				
Test pilot		Claude Thurnheer	A	nselm Rauh	
Harness		Dudek - ZeroGravity	V	Voody Valley - Wani Light XL	
Harness to risers d	istance (cm)	44	4	4	
Distance between r		43	4	8	
Total weight in flig		90		10	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique	erequired	No	А	No	А
2. Landing		A			
Special landing technique	required	No	А	No	А
3. Speed in straight flight		Α			
Trim speed more than 30		Yes	А	Yes	А
Speed range using the co	ontrols larger than 10 km/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
4. Control movement		Α			
Max. weight in flight up	to 80 kg				
Symmetric control pressu	re / travel	not available	0	not available	0
Max. weight in flight 80	kg to 100 kg				
Symmetric control pressu	re / travel	Increasing / greater than 60 cm	А	not available	0
Max. weight in flight gre	ater than 100 kg				
Symmetric control pressu	re / travel	not available	0	Increasing / greater than 65 cm	А
5. Pitch stability exiting	-	А			
Dive forward angle on exi	t	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	Α			
Collapse occurs		No	А	No	А
7. Roll stability and dam	iping	А			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spin		Α			
Tendency to return to stra		Spontaneous exit	Α	Spontaneous exit	A
-	Illy developed spiral dive	Α			
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 coll	apse	А			
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		No	
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	Α
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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		А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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		No	A
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	A			
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	A		-	
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°	А
Re-inflation behaviour	Spontaneous re-inflation	Α	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		No	
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°	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		No	
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	Α

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T () ()	L		I II 0000	
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		No	
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°	Α	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	А
Total change of course	Less than 360°	Α	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		No	
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	А	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°	Α	Stops spinning in less than 90°	А
Cascade occurs	No	Α	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	A	Stable flight	A
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				

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Flight test report: EN 926-2:2013 & LTF 91/09

Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1435.2018	
Address	Okruzní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	1	2.12.2018	
Glider model	Aya XL	Classification	A	A	
Serial number	2360-11-1344	Representative	-	lone	
		Place of test			
Trimmer	no	Place of lest	`	/illeneuve	
Folding lines used	no				
Test pilot		Alain Zoller	A	Anselm Rauh	
Harness		Gin Gliders - Gingo 2 L	A	va Sport - Acro 1 L	
Harness to risers d	listance (cm)	43	4	3	
Distance between r		46	4	8	
Total weight in flig		105		30	
rotal weight in high	iit (kg)	105	I	30	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	A	, , , , , , , , , , , , , , , , , , ,	A
Special take off technique	erequired	No	A	No	Α
2. Landing		Α			
Special landing technique		No	A	No	A
3. Speed in straight fligh		A		~	
Trim speed more than 30		Yes	A	Yes	A
	ontrols larger than 10 km/h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	to 90 kg	Α			
Max. weight in flight up Symmetric control pressu		not available	0	not available	0
Max. weight in flight 80		not available	U		U
Symmetric control pressu		not available	0	not available	0
Max. weight in flight gre		not available	U		Ŭ
Symmetric control pressu		Increasing / greater than 65 cm	А	Increasing / greater than 65 cm	А
5. Pitch stability exiting		A			
Dive forward angle on exi	-	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	Α			
Collapse occurs		No	А	No	А
7. Roll stability and dam	ping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spin	rals	Α			
Tendency to return to stra	• •	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour exiting a fu	ully developed spiral dive	Α			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	А	Immediate reduction of rate of turn	А
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 coll	lapse	A			
Approximately 30 % cho	ord				
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А

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Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 0° to 30° Keeping course	A
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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	А	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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		No	
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	A		-	
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°	А	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	А	No (or only a small number of	А
	collapsed cells with a spontaneous reinflation)		collapsed cells with a spontaneous reinflation)	
Twist occurs	No	Α	No	А
Cascade occurs	No	А	No	А
Folding lines used	No		No	
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		No	
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	Α

T () ()	L		I II 0000	
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		No	
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°	Α	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	А
Total change of course	Less than 360°	Α	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		No	
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	А	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°	Α	Stops spinning in less than 90°	А
Cascade occurs	No	Α	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	Α	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	A	Stable flight	A
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				



Paraglider inspection certificate

Inspection certificate number:

PG_1394.2018

Manufacturer data

Representative Street:	Nemec Martin Okruzni 39		
Post code / place:	73911 Frydlant N.C.		
Country:	Czech Republic		
Sample data			
Name:	Ауа	Size:	S
Min weight in flight [kg]:	60	Max weight in flight [kg]:	80
Weight [kg]:	4.4	Number of seat:	Single-seater
Sample load serial number:	n/a	Date of reception:	n/a
Sample flight serial number :	2358-11-1205	Date of reception:	01.10.2018
Test report summary	Result	Place	Date of test
71.8.3 Shock loading test:	Test done on size XL ,	inspection PG_1435.2018	27.09.2018
71.8.3 Sustained loading test:	Test done on size XL ,	inspection PG_1435.2018	27.09.2018
71.8.2 Flight test:	A	Villeneuve	03.10.2018
71.4.3 Measurement:	POSITIVE	Villeneuve	15.11.2018
71.6.3 Line bending test:	POSITIVE	Villeneuve	08.01.2019

Place of declaration: Date of issue: Managing Director: Signature: Villeneuve 18.01.2019 Alain Zoller

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

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In accordance with standards EN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Α

Serial number:

PG_1394.2018 18.01.2019 Sky Paragliders a.s. Aya S 2358-11-1205

Configuration during flight tests

Paraglider		Accessories							
Maximum weight in flight (kg)	80	Range of speed system (cm)	13						
Minimum weight in flight (kg)	60	Speed range using brakes (km/h)	14						
Glider's weight (kg)	4.4	Total speed range with accessories (km/h)	21						
Number of risers	3	Range of trimmers (cm)	0						
Projected area (m2)	20.68								
Harness used for testing (max weight)		Inspections (whichever happens first)							
Harness type	ABS	every 12 months or every 100 flying hoursev							
Harness brand	Supair	Warning! Before use refer to user's manual							
Harness model	Altiplume M	Person or company having presented the glider for testing: None							
Harness to risers distance (cm)	43								
Distance between risers (cm)	44								
1 2 3 4 5 6 7 8	9 10 11	12 13 14 15 16 17 18 19 20 21	22 23						

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Paraglider inspection certificate

Inspection certificate number: PG_

PG_1391.2018

Manufacturer data

Manufacturer name: Representative Street:	Sky Paragliders Nemec Martin Okruzni 39				
Post code / place:	73911 Frydlant N.C.				
Country:	Czech Republic				
Sample data					
Name:	Ауа	Size:	м		
Min weight in flight [kg]:	75	Max weight in flight [kg]:	95		
Weight [kg]:	4.7	Number of seat:	Single-seater		
Sample load serial number:	n/a	Date of reception:	n/a		
Sample flight serial number :	2358-11-1140	Date of reception:	12.09.2018		
Test report summary	Result	Place	Date of test		
71.8.3 Shock loading test:	Test done on size XL ,	inspection PG_1435.2018	27.09.2018		
71.8.3 Sustained loading test:	Test done on size XL,	inspection PG_1435.2018	27.09.2018		

71.8.2 Flight test:	Α	Villeneuve	13.09.2018
71.4.3 Measurement:	POSITIVE	Villeneuve	14.09.2018
71.6.3 Line bending test:	POSITIVE	Villeneuve	08.01.2019

Issue data

Place of declaration: Date of issue: Managing Director: Signature: Villeneuve 18.01.2019 Alain Zoller

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes







In accordance with standards EN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1391.2018 18.01.2019 Sky Paragliders a.s. Aya M 2358-11-1140

Configuration during flight tests

Parag	glide	r										Accessories										
Maxir	num	weig	ht in f	light	(kg)			ę	95		F	Range	of sp	eed	syste	m (cr	n)				13	
Minim	านm ง	weigh	nt in fl	ight (kg)			75			S	Speed range using brakes (km/h)							14			
Glide	r's we	eight	(kg)					4	4.7	Total speed range with accessories (km/h)						
Numb	ber of	riser	s					:	3		F	Range	of tri	mme	rs (cr	n)					0	
Proje	cted	area	(m2)					2	22.36	;												
Harn	ess i	ised	for te	esting	j (ma	ıx we	ight)				I	nspeo	tion	s (wh	ichev	er ha	ppen	s firs	t)			
Harne	ess ty	/pe							ABS		e	every	12 ma	onths	or ev	ery 1	00 fly	ying ł	nours	ev		
Harne	ess b	rand						(Gin G	Glider	s∖	Varnir	ng! Be	efore	use r	efer t	o use	er's m	nanua	al		
Harne	ess m	nodel						(Ging	o 2 L		Persor glider f					pres	entec	the			
Harne	ess to	o rise	rs dis	tance	e (cm)		4	43		-			-								
Dista	nce b	etwe	en ris	sers (cm)			4	44													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α	0



Paraglider inspection certificate

Inspection certificate number: P

PG_1418.2018

Manufacturer data

		the second s
Manufacturer name:	Sky Paragliders	
Representative	Nemec Martin	
Street:	Okruzni 39	
Post code / place:	73911 Frydlant N.C.	
Country:	Czech Republic	

Sample data

Δνα	Size	1
	· · · · · · · · · · · · · · · · · · ·	110
	• • • • •	Single-seater
		9
		n/a
2358-11-1202	Date of reception:	09.11.2018
		Date of test
	Aya 90 5 n/a 2358-11-1202	90Max weight in flight [kg]:5Number of seat:n/aDate of reception:

lest report summary	Result	Place	Date of test	_
71.8.3 Shock loading test:	Test done on	size XL , inspection PG_1435.2018	27.09.2018	
71.8.3 Sustained loading test:	Test done on	size XL , inspection PG_1435.2018	27.09.2018	
71.8.2 Flight test:	Α	Villeneuve	12.12.2018	
71.4.3 Measurement:	POSITIVE	Villeneuve	15.11.2018	
71.6.3 Line bending test:	POSITIVE	Villeneuve	08.01.2019	

Issue data

Place of declaration: Date of issue: Managing Director: Signature: Villeneuve 18.01.2019 Alain Zoller

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3

(If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

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In accordance with standards EN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1418.2018 18.01.2019 Sky Paragliders a.s. Aya L 2358-11-1202

Configuration during flight tests

Para	glide	r									A	cces	sorie	es								
Maxii	mum	weig	ht in f	light	(kg)				110		F	Range	e of sp	beed	syste	m (cr	n)				13	
Minin	num v	weigh	it in fl	ight (kg)			90			S	Speed range using brakes (km/h)							14			
Glide	r's we	eight	(kg)					4	5 Total speed range with accessories (kn						km/h)	h) 21						
Numl	ber of	riser	S					;	3		F	Range	e of tri	imme	rs (cr	n)					0	
Projected area (m2) 24.19																						
Harn	ess ι	ised	for te	esting	g (ma	ax we	ight)				h	Inspections (whichever happens first)										
Harness type									ABS		е	very	12 m	onths	ore	very 1	100 fl	ying ł	nours	ev		
Harness brand									Wood Valle		V	Varniı	ng! B	efore	use i	refer t	to use	er's m	nanua	al		
Harn	ess n	nodel							Wani XL	Ligh		ersoi lider				aving e	pres	enteo	the			
Harn	ess to	o rise	rs dis	tance	e (cm)			44													
Dista	nce b	etwe	en ris	sers (cm)			4	48													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	0



Paraglider inspection certificate

Inspection certificate number: PG

PG_1435.2018

Manufacturer data **Sky Paragliders** Manufacturer name: Nemec Martin Representative Street: Okruzni 39 Post code / place: 73911 Frydlant N.C. **Czech Republic** Country: Sample data XL Name: Aya Size: Min weight in flight [kg]: 105 Max weight in flight [kg]: 130 Single-seater Weight [kg]: Number of seat: 5.3 2359-11-1120 Date of reception: 26.09.2018 Sample load serial number: 29.11.2018 Sample flight serial number : 2360-11-1344 Date of reception: Place Date of test **Test report summary** Result 71.8.3 | Shock loading test: POSITIVE Yverdon(airport) 27.09.2018 71.8.3 | Sustained loading test: POSITIVE Yverdon(airport) 27.09.2018 12.12.2018 71.8.2 | Flight test: Villeneuve A 71.4.3 | Measurement: POSITIVE Villeneuve 09.01.2019 71.6.3 | Line bending test: POSITIVE Villeneuve 08.01.2019 **Issue data** Place of declaration: Villeneuve Date of issue: 18.01.2019 Managing Director: Alain Zoller

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

The declaration must not be reproduced in part without the written permission of Air Turquoise SA.

Signature:

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In accordance with standards EN 926-2:2013, EN 926-1:2015 & LTF 91/09:

Date of issue (DMY):

Manufacturer:

Model:

Α

Serial number:

PG_1435.2018 18.01.2019 Sky Paragliders a.s. Aya XL 2360-11-1344

Configuration during flight tests

Para	glide	r									A	Acces	sorie	s								
Maxir	mum	weig	ht in f	light	(kg)				130		F	Range of speed system (cm)								13		
Minin	num v	weigh	nt in fl	ight (kg)			105			S	Speed range using brakes (km/h)								14		
Glide	r's we	eight	(kg)						5.3 Total speed range with accessories (ries ((km/h) 21							
Number of risers								;	3		F	Range	of tri	imme	rs (cr	n)					0	
Projected area (m2)								1	26.16	6		-										
Harn	ess ι	used	for te	estin	g (ma	ax we	ight)				I	nspe	ction	s (wh	liche	/er ha	pper	is firs	st)			
Harne	ess ty	/pe							ABS		e	every	12 m	onths	ore	very 1	00 fl	ying ł	hours	ev		
Harne	ess b	rand							Ava S	Sport	V	Varnii	ng! B	efore	use i	efer f	to use	er's m	nanua	al		
Harne	ess n	nodel							Acro	1 L		Person Ilider					pres	enteo	d the			
Harne	ess to	o rise	rs dis	tance	e (cm)			43		-			-								
Dista	nce b	etwe	en ris	sers (cm)				48													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
-	-		-		-		-		-	-	-	-	-	-	-	-		-			-	-



Paragliders Shock- and sustained loading test

Inspection certificat number:	PG_1435.2018	Test Report			
Manufacturer data					
Manufacturer name:	Sky Paragliders				
Representative:	Nemec Martin				
Street:	Okruzni 39				
Post code / place:	73911 Frydlant N.C.				
Country:	Czech Republic				
Sample data					
Name:	Ауа				
Size:	XL				
Maximum weight in flight [kg]:	130				
Serial number:	2359-11-1120				
Date of reception:	26.09.2018				
Test data		Test Atmosphere A	GL		
Place of test:	Yverdon (airport)	5	[°C]		
Date of test:	27.09.2018	73	RH [%]		
Inspector:	Alain Zoller	979.9	[hPA]		
•		0.1	Wind [m/s]		

Shock loading test result ⁽¹⁾										
Weak link used [daN]: Visual inspection:	1000 No visible damage	Results:	POSITIVE							
Uncertainty k=2 [%] (2)	10									

Weak link



Instruments	Validity	Manufacturer	s/n
Weak link	2020	Tost	n/a
Cable	2020	Rotex	n/a
Geos nº 11 Skywatch	08.05.2019	JDC elec.	22

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Inspection certificate number: PG_1435.2018

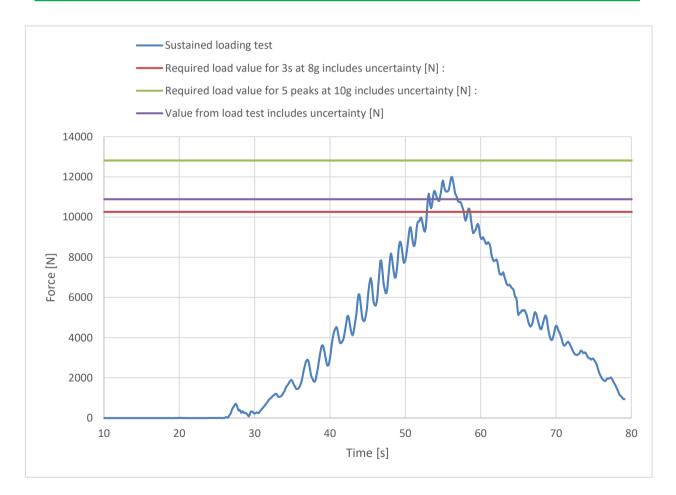
Sustained loading test results (3)

Result :	POSITIVE	
Calculated max load value with 3 sec or five peaks [kg] :	138.68	

Required sustained loading test results⁽⁴⁾

Required load value for 3s at 8g [N] :	10202.40
Required load value for 5 peaks at 10g [N] :	12753.00
Required load value for 3s at 8g includes uncertainty [N] :	10260.87
Required load value for 5 peaks at 10g includes uncertainty [N] :	12811.47
Uncertainty K=2 [%] :	0.487

Graphic sustained loading diagram



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Inspection certificate number: PG_1435.2	2018
Detailed sustained loading test results	
Calculated cumulative duration at max load [s] :	3.3
Calculated max load value duration of 3 sec. [N] : Calculated max load value duration of 3 sec. [kg] :	1360.44 138.68
Calculated max load value with five peaks [N] : Calculated max load value with five peaks [kg] :	n/a n/a
Calculated max load value with 3 sec or five peaks [N	N]: 1360.44
Calculated max load value with 3 sec or five peaks [k	g] : 138.68

Instruments	Manufacturer	Type nr.	S/N
Load sensor	HBM	1-S9M/50KN-1	31314652
Geos n°11 Skywatch	JDC	Geos nº 11	0022

The validation of this test report is given by the signature of the test manager on inspection certificate 71.8.1

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the standards EN 926-1:2015 chapter 4.4, 4.5 | LTF NFL II-91/09 chapter 3

(1) The paraglider is subjected to a shock load . Shock load is limited using a weak link according to the weight range of glider. The weak link breaks or 5 s has elapsed since the start of the shock load. The wing is then visually inspected for damage.

(2) Weak link value include the uncertainty for weight range test values / The uncertainty state is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.

(3) The test specimen (sample) is attached to the electronic sensors on the tow vehicle.

A controller is positioned on the two vehicle in order to operate the paraglider control lines to stabilize the wing. The speed of the vehicle is increased as gradually as possible, enabling the controller to obtain satisfactory stabilisation of the flight path of the paraglider.

When the paraglider has stabilized, the speed is increased gradually until either:

a) the measured load exceeds a load factor of eight times the maximum total weight in flight recommended by the manufacturer, for a minimum cumulative duration of 3 s; or

b) five peaks separated by at least 0,3 s are obtained above ten times the maximum total weight in flight recommended by the manufacturer, in one run.

(4) The calculated value include the value minus the uncertainty / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.