

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

Manufacturer	<b>Sky Paragliders a.s.</b>	Certification number	PG_1394.2018
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	03.10.2018
Glider model	<b>Aya S</b>	<b>Classification</b>	<b>A</b>
Serial number	2358-11-1205	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		
<b>Test pilot</b>		Philippe Dupont	Claude Thurnheer
<b>Harness</b>		Flugsau - Lightsau	Supair - Altiplume M
<b>Harness to risers distance (cm)</b>		40	43
<b>Distance between risers (cm)</b>		40	44
<b>Total weight in flight (kg)</b>		60	80

<b>1. Inflation/Take-off</b>	<b>A</b>			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
<b>2. Landing</b>	<b>A</b>			
Special landing technique required	No	A	No	A
<b>3. Speed in straight flight</b>	<b>A</b>			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
<b>4. Control movement</b>	<b>A</b>			
<b>Max. weight in flight up to 80 kg</b>				
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	not available	0
<b>Max. weight in flight 80 kg to 100 kg</b>				
Symmetric control pressure / travel	not available	0	Increasing / greater than 60 cm	A
<b>Max. weight in flight greater than 100 kg</b>				
Symmetric control pressure / travel	not available	0	not available	0
<b>5. Pitch stability exiting accelerated flight</b>	<b>A</b>			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
<b>6. Pitch stability operating controls during accelerated flight</b>	<b>A</b>			
Collapse occurs	No	A	No	A
<b>7. Roll stability and damping</b>	<b>A</b>			
Oscillations	Reducing	A	Reducing	A
<b>8. Stability in gentle spirals</b>	<b>A</b>			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
<b>9. Behaviour exiting a fully developed spiral dive</b>	<b>A</b>			
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 recovery	A
<b>10. Symmetric front collapse</b>	<b>A</b>			
<b>Approximately 30 % chord</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A

Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 0° to 30° Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>At least 50% chord</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>With accelerator</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>11. Exiting deep stall (parachutal stall)</b>				
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
<b>12. High angle of attack recovery</b>				
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
<b>13. Recovery from a developed full stall</b>				
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
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
<b>14. Asymmetric collapse</b>				
<b>Small asymmetric collapse</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Large asymmetric collapse</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Small asymmetric collapse with fully activated accelerator</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Large asymmetric collapse with fully activated accelerator</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>15. Directional control with a maintained asymmetric collapse</b>				
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
<b>16. Trim speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>17. Low speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>18. Recovery from a developed spin</b>				
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
<b>19. B-line stall</b>				
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	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
Cascade occurs	No	A	No	A
<b>20. Big ears</b>				
Entry procedure	Dedicated controls	A	Dedicated controls	A
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
<b>21. Big ears in accelerated flight</b>				
Entry procedure	Dedicated controls	A	Dedicated controls	A
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	A	Stable flight	A
<b>22. Alternative means of directional control</b>				
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
<b>23. Any other flight procedure and/or configuration described in the user's manual</b>				
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
<b>24. Comments of test pilot</b>				

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

Manufacturer	<b>Sky Paragliders a.s.</b>	Certification number	PG_1391.2018
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	13.09.2018
Glider model	<b>Aya M</b>	<b>Classification</b>	<b>A</b>
Serial number	2358-11-1140	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		
<b>Test pilot</b>		Claude Thurnheer	Alain Zoller
<b>Harness</b>		Supair - Altiplume M	Gin Gliders - Gingo 2 L
<b>Harness to risers distance (cm)</b>		40	43
<b>Distance between risers (cm)</b>		43	44
<b>Total weight in flight (kg)</b>		75	95

<b>1. Inflation/Take-off</b>	<b>A</b>			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
<b>2. Landing</b>	<b>A</b>			
Special landing technique required	No	A	No	A
<b>3. Speed in straight flight</b>	<b>A</b>			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
<b>4. Control movement</b>	<b>A</b>			
<b>Max. weight in flight up to 80 kg</b>				
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	not available	0
<b>Max. weight in flight 80 kg to 100 kg</b>				
Symmetric control pressure / travel	Increasing / greater than 60 cm	A	Increasing / greater than 60 cm	A
<b>Max. weight in flight greater than 100 kg</b>				
Symmetric control pressure / travel	Increasing / greater than 65 cm	A	not available	0
<b>5. Pitch stability exiting accelerated flight</b>	<b>A</b>			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
<b>6. Pitch stability operating controls during accelerated flight</b>	<b>A</b>			
Collapse occurs	No	A	No	A
<b>7. Roll stability and damping</b>	<b>A</b>			
Oscillations	Reducing	A	Reducing	A
<b>8. Stability in gentle spirals</b>	<b>A</b>			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
<b>9. Behaviour exiting a fully developed spiral dive</b>	<b>A</b>			
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 recovery	A
<b>10. Symmetric front collapse</b>	<b>A</b>			
<b>Approximately 30 % chord</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A

Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 0° to 30° Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>At least 50% chord</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>With accelerator</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>11. Exiting deep stall (parachutal stall)</b>				
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
<b>12. High angle of attack recovery</b>				
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
<b>13. Recovery from a developed full stall</b>				
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
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
<b>14. Asymmetric collapse</b>				
<b>Small asymmetric collapse</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Large asymmetric collapse</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Small asymmetric collapse with fully activated accelerator</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Large asymmetric collapse with fully activated accelerator</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>15. Directional control with a maintained asymmetric collapse</b>				
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
<b>16. Trim speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>17. Low speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>18. Recovery from a developed spin</b>				
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
<b>19. B-line stall</b>				
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	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
Cascade occurs	No	A	No	A
<b>20. Big ears</b>				
Entry procedure	Dedicated controls	A	Dedicated controls	A
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
<b>21. Big ears in accelerated flight</b>				
Entry procedure	Dedicated controls	A	Dedicated controls	A
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	A	Stable flight	A
<b>22. Alternative means of directional control</b>				
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
<b>23. Any other flight procedure and/or configuration described in the user's manual</b>				
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
<b>24. Comments of test pilot</b>				

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

Manufacturer	<b>Sky Paragliders a.s.</b>	Certification number	PG_1418.2018
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	12.12.2018
Glider model	<b>Aya L</b>	<b>Classification</b>	<b>A</b>
Serial number	2358-11-1202	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		
<b>Test pilot</b>		Claude Thurnheer	Anselm Rauh
<b>Harness</b>		Dudek - ZeroGravity	Woody Valley - Wani Light XL
<b>Harness to risers distance (cm)</b>		44	44
<b>Distance between risers (cm)</b>		43	48
<b>Total weight in flight (kg)</b>		90	110

<b>1. Inflation/Take-off</b>	<b>A</b>			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
<b>2. Landing</b>	<b>A</b>			
Special landing technique required	No	A	No	A
<b>3. Speed in straight flight</b>	<b>A</b>			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
<b>4. Control movement</b>	<b>A</b>			
<b>Max. weight in flight up to 80 kg</b>				
Symmetric control pressure / travel	not available	0	not available	0
<b>Max. weight in flight 80 kg to 100 kg</b>				
Symmetric control pressure / travel	Increasing / greater than 60 cm	A	not available	0
<b>Max. weight in flight greater than 100 kg</b>				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	A
<b>5. Pitch stability exiting accelerated flight</b>	<b>A</b>			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
<b>6. Pitch stability operating controls during accelerated flight</b>	<b>A</b>			
Collapse occurs	No	A	No	A
<b>7. Roll stability and damping</b>	<b>A</b>			
Oscillations	Reducing	A	Reducing	A
<b>8. Stability in gentle spirals</b>	<b>A</b>			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
<b>9. Behaviour exiting a fully developed spiral dive</b>	<b>A</b>			
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 recovery	A
<b>10. Symmetric front collapse</b>	<b>A</b>			
<b>Approximately 30 % chord</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A

Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 0° to 30° Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>At least 50% chord</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>With accelerator</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>11. Exiting deep stall (parachutal stall)</b>				
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
<b>12. High angle of attack recovery</b>				
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
<b>13. Recovery from a developed full stall</b>				
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
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
<b>14. Asymmetric collapse</b>				
<b>Small asymmetric collapse</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Large asymmetric collapse</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Small asymmetric collapse with fully activated accelerator</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Large asymmetric collapse with fully activated accelerator</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>15. Directional control with a maintained asymmetric collapse</b>				
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
<b>16. Trim speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>17. Low speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>18. Recovery from a developed spin</b>				
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
<b>19. B-line stall</b>				
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	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
Cascade occurs	No	A	No	A
<b>20. Big ears</b>				
Entry procedure	Dedicated controls	A	Dedicated controls	A
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
<b>21. Big ears in accelerated flight</b>				
Entry procedure	Dedicated controls	A	Dedicated controls	A
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	A	Stable flight	A
<b>22. Alternative means of directional control</b>				
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
<b>23. Any other flight procedure and/or configuration described in the user's manual</b>				
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
<b>24. Comments of test pilot</b>				

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

Manufacturer	<b>Sky Paragliders a.s.</b>	Certification number	PG_1435.2018
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	12.12.2018
Glider model	<b>Aya XL</b>	<b>Classification</b>	<b>A</b>
Serial number	2360-11-1344	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		
<b>Test pilot</b>		Alain Zoller	Anselm Rauh
<b>Harness</b>		Gin Gliders - Gingo 2 L	Ava Sport - Acro 1 L
<b>Harness to risers distance (cm)</b>		43	43
<b>Distance between risers (cm)</b>		46	48
<b>Total weight in flight (kg)</b>		105	130

<b>1. Inflation/Take-off</b>	<b>A</b>			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
<b>2. Landing</b>	<b>A</b>			
Special landing technique required	No	A	No	A
<b>3. Speed in straight flight</b>	<b>A</b>			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
<b>4. Control movement</b>	<b>A</b>			
<b>Max. weight in flight up to 80 kg</b>				
Symmetric control pressure / travel	not available	0	not available	0
<b>Max. weight in flight 80 kg to 100 kg</b>				
Symmetric control pressure / travel	not available	0	not available	0
<b>Max. weight in flight greater than 100 kg</b>				
Symmetric control pressure / travel	Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
<b>5. Pitch stability exiting accelerated flight</b>	<b>A</b>			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
<b>6. Pitch stability operating controls during accelerated flight</b>	<b>A</b>			
Collapse occurs	No	A	No	A
<b>7. Roll stability and damping</b>	<b>A</b>			
Oscillations	Reducing	A	Reducing	A
<b>8. Stability in gentle spirals</b>	<b>A</b>			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
<b>9. Behaviour exiting a fully developed spiral dive</b>	<b>A</b>			
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 recovery	A
<b>10. Symmetric front collapse</b>	<b>A</b>			
<b>Approximately 30 % chord</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A

Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	A	Dive forward 0° to 30° Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>At least 50% chord</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>With accelerator</b>				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>11. Exiting deep stall (parachutal stall)</b>				
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	A	No	A
<b>12. High angle of attack recovery</b>				
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
<b>13. Recovery from a developed full stall</b>				
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
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
<b>14. Asymmetric collapse</b>				
<b>Small asymmetric collapse</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Large asymmetric collapse</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Small asymmetric collapse with fully activated accelerator</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>Large asymmetric collapse with fully activated accelerator</b>				
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°	A	Less than 360°	A
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A	No (or only a small number of collapsed cells with a spontaneous re-inflation)	A
Twist occurs	No	A	No	A
Cascade occurs	No	A	No	A
Folding lines used	No		No	
<b>15. Directional control with a maintained asymmetric collapse</b>				
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
<b>16. Trim speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>17. Low speed spin tendency</b>				
Spin occurs	No	A	No	A
<b>18. Recovery from a developed spin</b>				
Spin rotation angle after release	Stops spinning in less than 90°	A	Stops spinning in less than 90°	A
Cascade occurs	No	A	No	A
<b>19. B-line stall</b>				
Change of course before release	Changing course less than 45°	A	Changing course less than 45°	A
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	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
Cascade occurs	No	A	No	A
<b>20. Big ears</b>				
Entry procedure	Dedicated controls	A	Dedicated controls	A
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
<b>21. Big ears in accelerated flight</b>				
Entry procedure	Dedicated controls	A	Dedicated controls	A
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	A	Stable flight	A
<b>22. Alternative means of directional control</b>				
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
<b>23. Any other flight procedure and/or configuration described in the user's manual</b>				
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
<b>24. Comments of test pilot</b>				

## Paraglider inspection certificate

Inspection certificate number: **PG\_1394.2018**

### 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:	<b>Aya</b>	Size:	<b>S</b>
Min weight in flight [kg]:	<b>60</b>	Max weight in flight [kg]:	<b>80</b>
Weight [kg]:	<b>4.4</b>	Number of seat:	<b>Single-seater</b>
Sample load serial number:	<b>n/a</b>	Date of reception:	<b>n/a</b>
Sample flight serial number :	<b>2358-11-1205</b>	Date of reception:	<b>01.10.2018</b>

Test report summary	Result	Place	Date of test
71.8.3   Shock loading test:	<b>Test done on size XL , inspection PG_1435.2018</b>		<b>27.09.2018</b>
71.8.3   Sustained loading test:	<b>Test done on size XL , inspection PG_1435.2018</b>		<b>27.09.2018</b>
71.8.2   Flight test:	<b>A</b>	Villeneuve	<b>03.10.2018</b>
71.4.3   Measurement:	<b>POSITIVE</b>	Villeneuve	<b>15.11.2018</b>
71.6.3   Line bending test:	<b>POSITIVE</b>	Villeneuve	<b>08.01.2019</b>

### Issue data

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

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



Classification: **A**

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

PG\_1394.2018

Date of issue (DMY):

18.01.2019

Manufacturer:

Sky Paragliders a.s.

Model:

Aya S

Serial number:

2358-11-1205

## Configuration during flight tests

### Paraglider

Maximum weight in flight (kg)	<b>80</b>
Minimum weight in flight (kg)	<b>60</b>
Glider's weight (kg)	<b>4.4</b>
Number of risers	<b>3</b>
Projected area (m2)	<b>20.68</b>

### Accessories

Range of speed system (cm)	<b>13</b>
Speed range using brakes (km/h)	<b>14</b>
Total speed range with accessories (km/h)	<b>21</b>
Range of trimmers (cm)	<b>0</b>

### Harness used for testing (max weight)

Harness type	<b>ABS</b>
Harness brand	<b>Supair</b>
Harness model	<b>Altiplume M</b>
Harness to risers distance (cm)	<b>43</b>
Distance between risers (cm)	<b>44</b>

### Inspections (whichever happens first)

every 12 months or every 100 flying hours  
Warning! Before use refer to user's manual  
Person or company having presented the glider for testing: **None**

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





# Paraglider inspection certificate

Inspection certificate number: **PG\_1391.2018**

## Manufacturer data

**Manufacturer name:** Sky Paragliders  
**Representative:** Nemeč Martin  
**Street:** Okružni 39  
**Post code / place:** 73911 Frydlant N.C.  
**Country:** Czech Republic

## Sample data

<b>Name:</b>	<b>Aya</b>	<b>Size:</b>	<b>M</b>
<b>Min weight in flight [kg]:</b>	<b>75</b>	<b>Max weight in flight [kg]:</b>	<b>95</b>
<b>Weight [kg]:</b>	<b>4.7</b>	<b>Number of seat:</b>	<b>Single-seater</b>
<b>Sample load serial number:</b>	<b>n/a</b>	<b>Date of reception:</b>	<b>n/a</b>
<b>Sample flight serial number :</b>	<b>2358-11-1140</b>	<b>Date of reception:</b>	<b>12.09.2018</b>

Test report summary	Result	Place	Date of test
71.8.3   Shock loading test:	<b>Test done on size XL , inspection PG_1435.2018</b>		<b>27.09.2018</b>
71.8.3   Sustained loading test:	<b>Test done on size XL , inspection PG_1435.2018</b>		<b>27.09.2018</b>
71.8.2   Flight test:	<b>A</b>	Villeneuve	<b>13.09.2018</b>
71.4.3   Measurement:	<b>POSITIVE</b>	Villeneuve	<b>14.09.2018</b>
71.6.3   Line bending test:	<b>POSITIVE</b>	Villeneuve	<b>08.01.2019</b>

## Issue data

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

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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Classification: **A**

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

PG\_1391.2018

Date of issue (DMY):

18.01.2019

Manufacturer:

Sky Paragliders a.s.

Model:

Aya M

Serial number:

2358-11-1140

## Configuration during flight tests

### Paraglider

Maximum weight in flight (kg)	<b>95</b>
Minimum weight in flight (kg)	<b>75</b>
Glider's weight (kg)	<b>4.7</b>
Number of risers	<b>3</b>
Projected area (m2)	<b>22.36</b>

### Accessories

Range of speed system (cm)	<b>13</b>
Speed range using brakes (km/h)	<b>14</b>
Total speed range with accessories (km/h)	<b>21</b>
Range of trimmers (cm)	<b>0</b>

### Harness used for testing (max weight)

Harness type	<b>ABS</b>
Harness brand	<b>Gin Gliders</b>
Harness model	<b>Gingo 2 L</b>
Harness to risers distance (cm)	<b>43</b>
Distance between risers (cm)	<b>44</b>

### Inspections (whichever happens first)

every 12 months or every 100 flying hours  
Warning! Before use refer to user's manual  
Person or company having presented the glider for testing: **None**

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



## Paraglider inspection certificate

Inspection certificate number: **PG\_1418.2018**

### 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:	<b>Aya</b>	Size:	<b>L</b>
Min weight in flight [kg]:	<b>90</b>	Max weight in flight [kg]:	<b>110</b>
Weight [kg]:	<b>5</b>	Number of seat:	<b>Single-seater</b>
Sample load serial number:	<b>n/a</b>	Date of reception:	<b>n/a</b>
Sample flight serial number :	<b>2358-11-1202</b>	Date of reception:	<b>09.11.2018</b>

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

### Issue data

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

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  
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Classification: **A**

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

PG\_1418.2018

Date of issue (DMY):

18.01.2019

Manufacturer:

Sky Paragliders a.s.

Model:

Aya L

Serial number:

2358-11-1202

## Configuration during flight tests

### Paraglider

Maximum weight in flight (kg)	<b>110</b>
Minimum weight in flight (kg)	<b>90</b>
Glider's weight (kg)	<b>5</b>
Number of risers	<b>3</b>
Projected area (m2)	<b>24.19</b>

### Accessories

Range of speed system (cm)	<b>13</b>
Speed range using brakes (km/h)	<b>14</b>
Total speed range with accessories (km/h)	<b>21</b>
Range of trimmers (cm)	<b>0</b>

### Harness used for testing (max weight)

Harness type	<b>ABS</b>
Harness brand	<b>Woody Valley</b>
Harness model	<b>Wani Light XL</b>
Harness to risers distance (cm)	<b>44</b>
Distance between risers (cm)	<b>48</b>

### Inspections (whichever happens first)

every 12 months or every 100 flying hours
Warning! Before use refer to user's manual
Person or company having presented the glider for testing: <b>None</b>

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

## Paraglider inspection certificate

Inspection certificate number: **PG\_1435.2018**

### 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:	<b>Aya</b>	Size:	<b>XL</b>
Min weight in flight [kg]:	<b>105</b>	Max weight in flight [kg]:	<b>130</b>
Weight [kg]:	<b>5.3</b>	Number of seat:	<b>Single-seater</b>
Sample load serial number:	<b>2359-11-1120</b>	Date of reception:	<b>26.09.2018</b>
Sample flight serial number :	<b>2360-11-1344</b>	Date of reception:	<b>29.11.2018</b>

Test report summary	Result	Place	Date of test
71.8.3   Shock loading test:	<b>POSITIVE</b>	Yverdon(airport)	<b>27.09.2018</b>
71.8.3   Sustained loading test:	<b>POSITIVE</b>	Yverdon(airport)	<b>27.09.2018</b>
71.8.2   Flight test:	<b>A</b>	Villeneuve	<b>12.12.2018</b>
71.4.3   Measurement:	<b>POSITIVE</b>	Villeneuve	<b>09.01.2019</b>
71.6.3   Line bending test:	<b>POSITIVE</b>	Villeneuve	<b>08.01.2019</b>

### Issue data

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

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.

## AIR TURQUOISE SA | PARA-TEST.COM

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

Test laboratory for paragliders, paraglider harnesses  
and paraglider reserve parachutes



Classification: **A**

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

PG\_1435.2018

Date of issue (DMY):

18.01.2019

Manufacturer:

Sky Paragliders a.s.

Model:

Aya XL

Serial number:

2360-11-1344

## Configuration during flight tests

### Paraglider

Maximum weight in flight (kg)	<b>130</b>
Minimum weight in flight (kg)	<b>105</b>
Glider's weight (kg)	<b>5.3</b>
Number of risers	<b>3</b>
Projected area (m2)	<b>26.16</b>

### Accessories

Range of speed system (cm)	<b>13</b>
Speed range using brakes (km/h)	<b>14</b>
Total speed range with accessories (km/h)	<b>21</b>
Range of trimmers (cm)	<b>0</b>

### Harness used for testing (max weight)

Harness type	<b>ABS</b>
Harness brand	<b>Ava Sport</b>
Harness model	<b>Acro 1 L</b>

### Inspections (whichever happens first)

every 12 months or every 100 flying hours  
Warning! Before use refer to user's manual  
Person or company having presented the glider for testing: **None**

Harness to risers distance (cm) **43**

Distance between risers (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  
**A 0**

## Paragliders Shock- and sustained loading test

Inspection certificat number: PG\_1435.2018

Test Report

### Manufacturer data

Manufacturer name: Sky Paragliders  
 Representative: Nemeč Martin  
 Street: Okružni 39  
 Post code / place: 73911 Frydlant N.C.  
 Country: Czech Republic

### Sample data

Name: Aya  
 Size: XL  
 Maximum weight in flight [kg]: 130  
 Serial number: 2359-11-1120  
 Date of reception: 26.09.2018

### Test data

### Test Atmosphere AGL

Test data	Test Atmosphere AGL
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 <sup>(1)</sup>

Weak link used [daN]: 1000  
 Visual inspection: No visible damage Results: **POSITIVE**  
 Uncertainty k=2 [%] <sup>(2)</sup> 10

### Weak link



Instruments	Validity	Manufacturer	s/n
Weak link	2020	Tost	n/a
Cable	2020	Rotex	n/a
Geos n° 11 Skywatch	08.05.2019	JDC elec.	22

Inspection certificate number: **PG\_1435.2018**

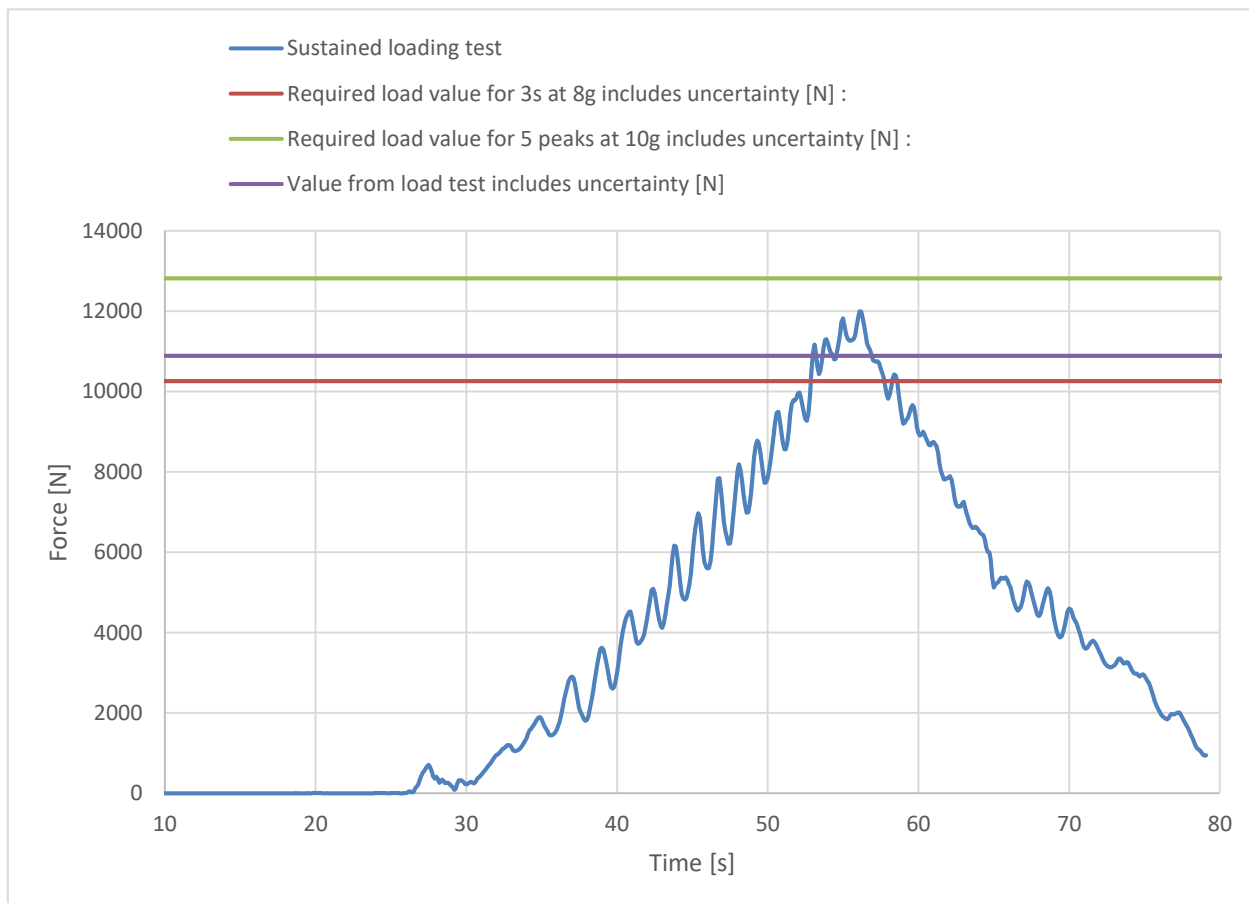
**Sustained loading test results <sup>(3)</sup>**

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

**Required sustained loading test results <sup>(4)</sup>**

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**





Inspection certificate number: **PG\_1435.2018**

**Detailed sustained loading test results**

Calculated cumulative duration at max load [s] : **3.3**

Calculated max load value duration of 3 sec. [N] : **1360.44**  
 Calculated max load value duration of 3 sec. [kg] : **138.68**  
 Calculated max load value with five peaks [N] : **n/a**  
 Calculated max load value with five peaks [kg] : **n/a**

Calculated max load value with 3 sec or five peaks [N] : **1360.44**  
 Calculated max load value with 3 sec or five peaks [kg] : **138.68**

Instruments	Manufacturer	Type nr.	S/N
Load sensor	HBM	1-S9M/50KN-1	31314652
Geos n°11 Skywatch	JDC	Geos n° 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 tow 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%.