



Flight test report: EN 926-2:2013

Manufacturer	Sky Paragliders a.s.	Certification number	PG_1026.2016
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Date of flight test	07. 03. 2016
Glider model	Apollo XS	Classification	B
Serial number	2151-11-0605	Representative	None
Trimmer	no	Place of test	Villeneuve
Test pilot		Light pilot under Air Turquoise supervision	Thurnheer Claude
Harness		Flugsau - XX-Lite	Flugsau - XX-Lite
Harness to risers distance (cm)		40	40
Distance between risers (cm)		40	40
Total weight in flight (kg)		55	73

1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	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	25 km/h to 30 km/h	B	25 km/h to 30 km/h	B
4. Control movement	A			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	Increasing / greater than 55 cm	A
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	A			
Collapse occurs	No	A	No	A
7. Roll stability and damping	A			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	A			
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
10. Symmetric front collapse	B			
Approximately 30 % chord				
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	A	No	A
At least 50% chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in 3 s to 5 s	B
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Entering a turn of less than 90°	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
With accelerator				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	Spontaneous in 3 s to 5 s	B
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Entering a turn of less than 90°	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A
11. Exiting deep stall (parachutal stall)	A			
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
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A
13. Recovery from a developed full stall	A			
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
14. Asymmetric collapse	B			
Small 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 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	A	No	A
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	90° to 180° / Dive or roll angle 15° to 45°	B
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	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	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	A	No	A
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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	A	No	A
15. Directional control with a maintained asymmetric collapse				
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency				
Spin occurs	No	A	No	A
17. Low speed spin tendency				
Spin occurs	No	A	No	A
18. Recovery from a developed spin				
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
19. B-line stall				
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
20. Big ears				
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	Recovery through pilot action in less than a further 3 s	B
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight				
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	B	Recovery through pilot action in less than a further 3 s	B

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
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
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	<input type="checkbox"/>			
Comments				



Class: **B**

In accordance with EN standards 926-2:2013 & 926-1:2006:

PG_0997.2015

Date of issue (DMY):

04. 02. 2016

Manufacturer: **Sky Paragliders a.s.**

Model: **Apollo M**

Serial number: **2057-11-1175**

Configuration during flight tests

Paraglider

Maximum weight in flight (kg)	94
Minimum weight in flight (kg)	74
Glider's weight (kg)	4.7
Number of risers	3
Projected area (m2)	21.56

Accessories

Range of speed system (cm)	14
Speed range using brakes (km/h)	14
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	28

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Flugsau
Harness model	XX-Lite

Inspections (whichever happens first)

every 24 monthes 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) **41**

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 24

A A A A A A A A A B A A A B A A A A A B A 0



Flight test report: EN 926-2:2013

Manufacturer	Sky Paragliders a.s.	Certification number	PG_0997.2015
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Date of flight test	09. 11. 2015
Glider model	Apollo M	Classification	B
Serial number	2057-11-1175	Representative	None
Trimmer	no	Place of test	Villeneuve
Test pilot		Thurnheer Claude	Zoller Alain
Harness		Supair - Altiplume S	Flugsau - XX-Lite
Harness to risers distance (cm)		41	41
Distance between risers (cm)		40	44
Total weight in flight (kg)		74	94

1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	A			
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
4. Control movement	A			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 60 cm	A
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	A			
Collapse occurs	No	A	No	A
7. Roll stability and damping	A			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	A			
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

10. Symmetric front collapse**B****Approximately 30 % chord**

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	A	No	A

At least 50% chord

Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	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	A	No	A

With accelerator

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	A	No	A

11. Exiting deep stall (parachutal stall)**A**

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

12. High angle of attack recovery**A**

Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A

13. Recovery from a developed full stall**A**

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

14. Asymmetric collapse**B****Small asymmetric collapse**

Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15°	A
Re-inflation behaviour	Spontaneous re-inflation	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	A	No	A

Large asymmetric collapse

Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	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	A	No	A
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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	A	No	A
15. Directional control with a maintained asymmetric collapse				
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency				
Spin occurs	No	A	No	A
17. Low speed spin tendency				
Spin occurs	No	A	No	A
18. Recovery from a developed spin				
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
19. B-line stall				
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
20. Big ears				
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
21. Big ears in accelerated flight				
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	B	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
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
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	<input type="checkbox"/>			
Comments				



Class: **B**

In accordance with EN standards 926-2:2013 & 926-1:2006:

PG_1017.2016
04. 02. 2016

Date of issue (DMY):

Manufacturer: **Sky Paragliders a.s.**

Model: **Apollo L**

Serial number: **2058-11-1242**

Configuration during flight tests

Paraglider

Maximum weight in flight (kg)	108
Minimum weight in flight (kg)	85
Glider's weight (kg)	4.8
Number of risers	3
Projected area (m2)	23.03

Accessories

Range of speed system (cm)	13.5
Speed range using brakes (km/h)	14
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	28

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Gin Gliders
Harness model	Gingo 2 L

Inspections (whichever happens first)

every 24 months or every 100 flying hours
Warning! Before use refer to user's manual
Person or company having presented the glider for testing: **None**

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

Distance between risers (cm) **46**

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

A A A A A A A A A B A A A B A A A A A B A A A



Flight test report: EN 926-2:2013

Manufacturer	Sky Paragliders a.s.	Certification number	PG_1017.2016
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Date of flight test	14. 12. 2015
Glider model	Apollo L	Classification	B
Serial number	2058-11-1242	Representative	None
Trimmer	no	Place of test	Villeneuve
Test pilot		Thurnheer Claude	Zoller Alain
Harness		Sup' Air - Access M	Gin Gliders - Gingo 2 L
Harness to risers distance (cm)		43	43
Distance between risers (cm)		44	46
Total weight in flight (kg)		85	108

1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	A			
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
4. Control movement	A			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	Increasing / greater than 60 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	A			
Collapse occurs	No	A	No	A
7. Roll stability and damping	A			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	A			
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

10. Symmetric front collapse**B****Approximately 30 % chord**

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	A	No	A

At least 50% chord

Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	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	A	No	A

With accelerator

Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 30° to 60° / Keeping course	B
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A

11. Exiting deep stall (parachutal stall)**A**

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

12. High angle of attack recovery**A**

Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A

13. Recovery from a developed full stall**A**

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

14. Asymmetric collapse**B****Small 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 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	A	No	A

Large asymmetric collapse

Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	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	A	No	A
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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	A	No	A
15. Directional control with a maintained asymmetric collapse				
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency				
Spin occurs	No	A	No	A
17. Low speed spin tendency				
Spin occurs	No	A	No	A
18. Recovery from a developed spin				
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
19. B-line stall				
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
20. Big ears				
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	B	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight				
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in 3 s to 5 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
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
23. Any other flight procedure and/or configuration described in the user's manual	A			
Procedure works as described	Yes	A	not available	0
Procedure suitable for novice pilots	Yes	A	not available	0
Cascade occurs	No	A	not available	0
24. Comments of test pilot	<input type="checkbox"/>			
Comments				



Class: **B**

In accordance with EN standards 926-2:2013 & 926-1:2006:

PG_1016.2016

Date of issue (DMY):

24. 03. 2016

Manufacturer: **Sky Paragliders a.s.**

Model: **Apollo S**

Serial number: **02060-11-1414**

Configuration during flight tests

Paraglider

Maximum weight in flight (kg)	81
Minimum weight in flight (kg)	64
Glider's weight (kg)	4.4
Number of risers	3
Projected area (m2)	20.19

Accessories

Range of speed system (cm)	14.3
Speed range using brakes (km/h)	14
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	28

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Sup' Air
Harness model	Altiplume M
Harness to risers distance (cm)	43
Distance between risers (cm)	44

Inspections (whichever happens first)

every 24 months or every 100 flying hours
Warning! Before use refer to user's manual
Person or company having presented the glider for testing: **None**

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

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Flight test report: EN 926-2:2013

Manufacturer	Sky Paragliders a.s.	Certification number	PG_1016.2016
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Date of flight test	26. 02. 2016
Glider model	Apollo S	Classification	B
Serial number	02060-11-1414	Representative	None
Trimmer	no	Place of test	Villeneuve
Test pilot		Fukuoka Seiko	Thurnheer Claude
Harness		Sup' Air - Altiplume S	Sup' Air - Altiplume M
Harness to risers distance (cm)		43	43
Distance between risers (cm)		40	44
Total weight in flight (kg)		64	81

1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	A			
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
4. Control movement	A			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 60 cm	A
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	A			
Collapse occurs	No	A	No	A
7. Roll stability and damping	A			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	A			
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

10. Symmetric front collapse**B****Approximately 30 % chord**

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	A	No	A

At least 50% chord

Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in 3 s to 5 s	B
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	A	No	A

With accelerator

Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	Spontaneous in 3 s to 5 s	B
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	A	No	A

11. Exiting deep stall (parachutal stall)**A**

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

12. High angle of attack recovery**A**

Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A

13. Recovery from a developed full stall**A**

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

14. Asymmetric collapse**B****Small 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	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	A	No	A

Large asymmetric collapse

Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	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	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	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	A	No	A
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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	A	No	A
15. Directional control with a maintained asymmetric collapse				
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency				
Spin occurs	No	A	No	A
17. Low speed spin tendency				
Spin occurs	No	A	No	A
18. Recovery from a developed spin				
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
19. B-line stall				
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
20. Big ears				
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
21. Big ears in accelerated flight				
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Recovery through pilot action in less than a further 3 s	B	Recovery through pilot action in less than a further 3 s	B
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
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
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	<input type="checkbox"/>			
Comments				



Flight test report: EN 926-2:2013

Manufacturer	Sky Paragliders a.s.	Certification number	PG_1021.2016
Address	Okružní 39 73911 Frýdlant nad Ostravicí Czech Republic	Date of flight test	11. 04. 2016
Glider model	Apollo XL	Classification	B
Serial number	2152-11-0639	Representative	None
Trimmer	no	Place of test	Villeneuve
Test pilot		Thurnheer Claude	Zoller Alain
Harness		Niviuk - Hamak M	Gin Gliders - Gingo 2 L
Harness to risers distance (cm)		44	43
Distance between risers (cm)		44	46
Total weight in flight (kg)		99	125

1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	A			
Special landing technique required	No	A	No	A
3. Speed in straight flight	A			
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
4. Control movement	A			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	Increasing / greater than 60 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	A			
Collapse occurs	No	A	No	A
7. Roll stability and damping	A			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	A			
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

10. Symmetric front collapse**B****Approximately 30 % chord**

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	A	No	A

At least 50% chord

Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in 3 s to 5 s	B	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	A	No	A

With accelerator

Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 30° to 60° / Keeping course	B
Cascade occurs	No	A	No	A
Folding lines used	No	A	No	A

11. Exiting deep stall (parachutal stall)**A**

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

12. High angle of attack recovery**A**

Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Cascade occurs	No	A	No	A

13. Recovery from a developed full stall**A**

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

14. Asymmetric collapse**B****Small 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 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	A	No	A

Large asymmetric collapse

Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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	A	No	A
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	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	A	No	A
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	B	90° to 180° / Dive or roll angle 15° to 45°	B
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	A	No	A
15. Directional control with a maintained asymmetric collapse				
Able to keep course	Yes	A	Yes	A
180° turn away from the collapsed side possible in 10 s	Yes	A	Yes	A
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency				
Spin occurs	No	A	No	A
17. Low speed spin tendency				
Spin occurs	No	A	No	A
18. Recovery from a developed spin				
Spin rotation angle after release	Stops spinning in 90° to 180°	B	Stops spinning in 90° to 180°	B
Cascade occurs	No	A	No	A
19. B-line stall				
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
20. Big ears				
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in 3 s to 5 s	B	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
21. Big ears in accelerated flight				
Entry procedure	Dedicated controls	A	Dedicated controls	A
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in 3 s to 5 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
22. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	A	Yes	A
Stall or spin occurs	No	A	No	A
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	<input type="checkbox"/>			
Comments				