

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

Certificate EN

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



Certification number	PG_0410.2011
Manufacturer	Sky Paragliders a.s.
Glider model	Gaia S
Category	. В
Maximum weight in flight (kg).	.75 kg
Minimum weight in flight (kg)	.58 kg
Glider's weight (kg)	.4.2 kg

Date of flight test

Flight tests	15. 12. 2010
Serial number	1152-11-0096

Best Regards,

Alain Zoller

RandiEiler



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



AIR TURQUOISE SA certified by



B Class:

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s. Gaia S

Model:

Serial number:

Configuration during flight tests

Paraglider

Maximum weight in flight (kg)	75
Minimum weight in flight (kg)	58
Glider's weight (kg)	4.2
Number of risers	4
Projected area (m2)	19.65
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Sky Paragliders
Harness model	Revers M
Harness to risers distance (cm)	49
Distance between risers (cm)	42

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)	22

Inspections (whichever happens first) every 12 months or every 100 flights Warning! Before use refer to user's manual

Person or company having presented the glider for testing: Paux Alexandre



PG_0410.2011 31.01.2011

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Sky Paragliders a.s.

PG_0410.2011

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer

	Address	Okružní 39 73911 Frýdlant nad Ostravic Czech Republic	Date of flight test í		15. 12. 2010	
	Representative	Paux Alexandre	Place of test		Villeneuve	
	Glider model	Gaia S	Classification		В	
	Trimmer	no			_	
		10				
		•	Fukuoka Seiko Sup'Air - Altiplume S		Thurnheer Claude Sky Paragliders - Revers M	
		Total weight in flight (kg)	58		75	
	1. Inflation/Take-off		Α			
	Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
	Special take off technique r	equired	No	А	No	А
	2. Landing		Α			
	Special landing technique r	equired	No	А	No	А
	3. Speed in straight flight		Α			
	Trim speed more than 30 ki	m/h	Yes	А	Yes	А
	Speed range using the cont	trols larger than 10 km/h	Yes	А	Yes	А
	Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
	4. Control movement		Α			
	Max. weight in flight up to 8	-				
	Symmetric control pressure		Increasing / greater than 55 cm	А	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		not available	0	not available	0
	5. Pitch stability exiting a	ccelerated flight	A	•		
	Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
	Collapse occurs	a control of using coordenated	No	A	No	А
	flight	g controls during accelerated	Α			
	Collapse occurs		No	А	No	А
	7. Roll stability and damp	ing	Α			
	Oscillations		Reducing	А	Reducing	А
	8. Stability in gentle spira	ls	Α			
	Tendency to return to straig	ht flight	Spontaneous exit	А	Spontaneous exit	А
		В				
		More than 14 m/s	В	More than 14 m/s	В	
	10. Symmetric front colla	ose	Α			
	Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
	Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	Α
	Dive forward angle on exit /	Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
	Cascade occurs		No	А	No	Α
	With accelerator					
	Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
	-					

Spontaneous in less than 3 s

Certification number

А

A Spontaneous in less than 3 s

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	Α			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	Α			
Spin occurs	No	Α	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	А			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
Cascade occurs	No	Α	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	14		19	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	А
Stall or spin occurs	No	Α	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				

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

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

Certificate EN

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



Certification number	PG_0411.2011
Manufacturer	Sky Paragliders a.s.
Glider model	. Gaia M
Category	. B
Maximum weight in flight (kg).	. 90 kg
Minimum weight in flight (kg)	.68 kg
Glider's weight (kg)	.4.5 kg

Date of flight test

Flight tests	15. 12. 2010
Serial number	1151-11-0027

Best Regards,

Alain Zoller

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PG_0411.2011

31.01.2011



Class: **B**

ISO 9001 BUREAU VERITAS

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Model:

Serial number:

Configuration during flight tests

Gaia M

Paraglider

Maximum weight in flight (kg)	90
Minimum weight in flight (kg)	68
Glider's weight (kg)	4.5
Number of risers	4
Projected area (m2)	21.26
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Sky Paragliders
Harness model	Axel M
Harness to risers distance (cm)	49
Distance between risers (cm)	46

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)	22

Inspections (whichever happens first) every 12 months or every 100 flights Warning! Before use refer to user's manual

Person or company having presented the glider for testing: **Paux Alexandre**



Sky Paragliders a.s.

Okružní 39

PG_0411.2011

15. 12. 2010

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer

Address

		73911 Frýdlant nad Ostravici Czech Republic	í		10. 12. 2010	
	Representative	Paux Alexandre	Place of test		Villeneuve	
	Glider model	Gaia M	Classification		В	
	Trimmer	no				
		Test pilot	Fukuoka Seiko		Thurnheer Claude	
		Harness	Sup'Air - Altiplume S		Sky Paragliders - Axel M	
		Total weight in flight (kg)	68		90	
	1. Inflation/Take-off		Α			
	Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
	Special take off technique r	equired	No	А	No	А
	2. Landing		Α			
	Special landing technique r	equired	No	А	No	А
	3. Speed in straight flight		Α			
	Trim speed more than 30 ki	m/h	Yes	А	Yes	А
	Speed range using the cont	trols larger than 10 km/h	Yes	А	Yes	А
	Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
	4. Control movement		Α			
	Max. weight in flight up to 8					
	Symmetric control pressure		Increasing / greater than 55 cm	А	not available	0
Max. weight in flight 80 kg to 100 kg						
	Symmetric control pressure		not available	0	Increasing / greater than 60 cm	A
	Max. weight in flight greater					
	Symmetric control pressure		not available	0	not available	0
	5. Pitch stability exiting a	ccelerated flight	A Dive ferrierd less than 20°	^	Dive ferward less than 20°	•
	Dive forward angle on exit		Dive forward less than 30°	A A	Dive forward less than 30°	A
	Collapse occurs	g controls during accelerated	No A	A	No	A
	flight	J controls during accelerated	A			
	Collapse occurs		No	А	No	А
	7. Roll stability and damp	ing	Α			
	Oscillations		Reducing	А	Reducing	А
	8. Stability in gentle spira	ls	Α			
	Tendency to return to straig	ht flight	Spontaneous exit	А	Spontaneous exit	А
	9. Behaviour in a steeply	banked turn	В			
	Sink rate after two turns		More than 14 m/s	В	More than 14 m/s	В
	10. Symmetric front colla	ose	Α			
	Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
	Recovery		Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
	Dive forward angle on exit /	Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
	Cascade occurs		No	А	No	А
	With accelerator					
	Entry		Rocking back less than 45°	Α	Rocking back less than 45°	А
	Decover		Chantoneous in less than 2 -	۸	Chantoneous in less than 2 -	^

Spontaneous in less than 3 s

Certification number

Date of flight test

Recovery

А

A Spontaneous in less than 3 s

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	Α			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	А			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	А			
Spin rotation angle after release	Stops spinning in less than 90 $^\circ$	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	Α	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	15		18	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	А
Stall or spin occurs	No	Α	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				

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

Certificate EN

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



Certification number	PG_0412.2011
Manufacturer	Sky Paragliders a.s.
Glider model	Gaia L
Category	. B
Maximum weight in flight (kg)	. 107 kg
Minimum weight in flight (kg)	. 82 kg
Glider's weight (kg)	.4.8 kg

Date of flight test

Flight tests	15. 12. 2010
Serial number	1062-11-0021

Best Regards,

Alain Zoller

Rand: Enko



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

AIR TURQUOISE SA certified by



B Class:

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Model:

Serial number:

Configuration during flight tests

Gaia L

Paraglider

Maximum weight in flight (kg)	107
Minimum weight in flight (kg)	82
Glider's weight (kg)	4.8
Number of risers	4
Projected area (m2)	23
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Sky Paragliders
Harness model	Axel XL
Harness to risers distance (cm)	49
Distance between risers (cm)	46

Accessories

Range of speed system (cm)	16
Speed range using brakes (km/h)	14
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	23

Inspections (whichever happens first) every 12 months or every 100 flights Warning! Before use refer to user's manual

Person or company having presented the glider for testing: Paux Alexandre



PG_0412.2011 31.01.2011

Sky Paragliders a.s.

Okružní 39

PG_0412.2011

15. 12. 2010

AIR TURQUOISE SA certified by



Flight test report: EN

Manufacturer

Address

Address	Okružní 39 73911 Frýdlant nad Ostravici Czech Republic	Date of flight test		15. 12. 2010	
Representative	Paux Alexandre	Place of test		Villeneuve	
Glider model	Gaia L	Classification		В	
Trimmer	no				
	Test pilot	Thurnheer Claude		Zoller Alain	
	Harness	Sky Paragliders - Axel M		Sky Paragliders - Axel XL	
	Total weight in flight (kg)	82		107	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique r	equired	No	А	No	А
2. Landing		Α			
Special landing technique r	equired	No	А	No	А
3. Speed in straight flight		Α			
Trim speed more than 30 k	m/h	Yes	А	Yes	А
Speed range using the cont	trols larger than 10 km/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
4. Control movement		A			
Max. weight in flight up to 8	i0 kg				
Symmetric control pressure	e / travel	not available	0	not available	0
Max. weight in flight 80 kg t	o 100 kg				
Symmetric control pressure	/ travel	Increasing / greater than 60 cm	А	not available	0
Max. weight in flight greater					
Symmetric control pressure	/ travel	not available	0	Increasing / greater than 65 cm	А
5. Pitch stability exiting a	ccelerated flight	Α			
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	А
Collapse occurs		No	А	No	A
6. Pitch stability operating flight	g controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and damp	ina	A			
Oscillations	5	Reducing	А	Reducing	А
8. Stability in gentle spira	ls	A		, and the second s	
Tendency to return to straig	iht flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply	banked turn	В			
Sink rate after two turns		More than 14 m/s	в	More than 14 m/s	В
10. Symmetric front colla	pse	Α			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit /	Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	А	No	А
With accelerator					
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
-		• • • • • •		• • • • • •	

Spontaneous in less than 3 s

А

Certification number

Date of flight test

Entry Recovery

А

Spontaneous in less than 3 s

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	Α			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	A	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	А			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	А			
Spin rotation angle after release	Stops spinning in less than 90 $^\circ$	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
Cascade occurs	No	Α	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	А
Behaviour during big ears	Stable flight	Α	Stable flight	А
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	17		18	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	А
Stall or spin occurs	No	Α	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				



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

Certificate EN

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



Certification number	PG_0413.2011
Manufacturer	Sky Paragliders a.s.
Glider model	Gaia XL
Category	В
Maximum weight in flight (kg)	. 130 kg
Minimum weight in flight (kg)	.98 kg
Glider's weight (kg)	.5.1 kg

Date of flight test

Flight tests	15. 12. 2010
Serial number	
Load test	. 08. 09. 2007
Serial number	

Best Regards,



Rand Erikon

AIR TURQUOISE SA certified by



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



B Class:

ISO 9001 **BUREAU VERITAS**

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s. Gaia XL

Model:

Serial number:

Configuration during flight tests

Paraglider

•	
Maximum weight in flight (kg)	130
Minimum weight in flight (kg)	98
Glider's weight (kg)	5.1
Number of risers	4
Projected area (m2)	24.87
Harness used for testing (max weight)	
Harness type	ABS
Harness brand	Sky Paragliders
Harness model	Axel XL
Harness to risers distance (cm)	49
Distance between risers (cm)	46

Accessories

Range of speed system (cm)	16
Speed range using brakes (km/h)	14
Range of trimmers (cm)	0
Total speed range with accessories (km/h)	23

Inspections (whichever happens first) every 12 months or every 100 flights Warning! Before use refer to user's manual

Person or company having presented the glider for testing: Paux Alexandre



PG_0413.2011

31.01.2011

para-test.com paragliding by air turquoise

Sky Paragliders a.s.

PG_0413.2011

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Flight test report: EN

Manufacturer

Recovery

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Address	Okružní 39 73911 Frýdlant nad Ostravici Czech Republic	Date of flight test		15. 12. 2010	
Representative	Paux Alexandre	Place of test		Villeneuve	
Glider model	Gaia XL	Classification		В	
Trimmer	no				
	Test pilot	Thurnheer Claude		Zoller Alain	
	Harness	Gin Gliders - Genie III M		Sky Paragliders - Axel XL	
	Total weight in flight (kg)	98		130	
1. Inflation/Take-off		Α			
Rising behaviour		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique r	equired	No	А	No	А
2. Landing		A			
Special landing technique r	equired	No	А	No	А
3. Speed in straight flight		Α			
Trim speed more than 30 ki	m/h	Yes	А	Yes	А
Speed range using the cont	trols larger than 10 km/h	Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
4. Control movement		Α			
Max. weight in flight up to 8	10 kg				
Symmetric control pressure	/ travel	not available	0	not available	0
Max. weight in flight 80 kg t	o 100 kg				
Symmetric control pressure		Increasing / greater than 60 cm	А	not available	0
Max. weight in flight greater					
Symmetric control pressure		not available	0	Increasing / greater than 65 cm	A
5. Pitch stability exiting a	ccelerated flight	Α			
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	А	No	A
6. Pitch stability operating flight	g controls during accelerated	Α			
Collapse occurs		No	А	No	А
7. Roll stability and damp	ing	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle spira	ls	A			
Tendency to return to straig	iht flight	Spontaneous exit	А	Spontaneous exit	А
9. Behaviour in a steeply	banked turn	В			
Sink rate after two turns		More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front colla	pse	Α			
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
Recovery		Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit /	Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	А	No	А
With accelerator					
Entry		Rocking back less than 45°	А	Rocking back less than 45°	А
D		On another a sure in large the sure C	•	On and an a sure in large the sure C	•

Spontaneous in less than 3 s

Certification number

А

A Spontaneous in less than 3 s

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	А			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15° $$	A	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15° $$	A	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A

16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А
17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	А			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	А
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	А
Sink rate when evaluating spiral stability [m/s]	16		17	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				



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The model describe hereafter is in conformity with the load and shock tests carried out by: **para-test.com, official test laboratory of Switzerland** EN 926-1:2006



Manufacturer								Sky Paragliders a.s.
Glider model						•		Gaia XL
Max. load (kg).		•	•	•	•		141 kg



Shock test 1000 daN

The model had no appearant damages to question its airworthiness.

Mechanical resistance test The model had been tested to 8G of it's total weight in flight during 3 sec

Villeneuve, 08. 09. 2007

Alain Zotler