Route du Pré-au-Comte 8 • CH-1844 Villeneuve • •41 (0)2) 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Class: C

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Model: Exos S

Serial number: 2160-11-1499

PG_1101.2016 14. 03. 2017

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	85	Range of speed system (cm)	12
Minimum weight in flight (kg)	65	Speed range using brakes (km/h)	15
Glider's weight (kg)	3.9	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	29
Projected area (m2)	18.24		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 12 months or every 100 flying hours	
Harness brand	Niviuk	Warning! Before use refer to user's manual	
Harness model	Gingo 2 M	Person or company having presented the glider for testing: None	
Harness to risers distance (cm)	44		
Distance between risers (cm)	44		

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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

Manufacturer Sky Paragliders a.s. Certification number PG_1101.2016
Address Okružní 39 Date of flight test 05. 12. 2016

73911 Frýdlant nad

Ostravicí Czech Republic

Glider model Exos S Classification C
Serial number 2160-11-1499 Representative None
Trimmer no Place of test Villeneuve

Folding lines used no

Test pilotDupont PhilippeThurnheer ClaudeHarnessSup' Air - Altiplume SNiviuk - Gingo 2 M

Harness to risers distance (cm) 43 44

Distance between risers (cm) 40 44

Total weight in flight (kg) 65 85

1. Inflation/Take-off	B			
Rising behaviour	Easy rising, some pilot correction is required	В	Easy rising, some pilot correction is required	В
Special take off technique required	No	Α	No	Α
2. Landing	A			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	В			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	Less than 25 km/h	Α	25 km/h to 30 km/h	В
4. Control movement	С			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	Α	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / 45 cm to 60 cm	С
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°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	A			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour exiting a fully developed spiral dive	A			
Initial response of glider (first 180°)	Immediate reduction of rate of	Α	Immediate reduction of rate of turn	Α

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Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse	С			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	Α	Dive forward 0° to 30° Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Entering a turn of less than 90°	Α	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
Mish analyzatav				
With accelerator	Dooking book greater than 45°	_	Booking book loss than 45°	Α
Entry Recovery	Rocking back greater than 45° Spontaneous in 3 s to 5 s	C B	Rocking back less than 45° Spontaneous in less than 3 s	A
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Entering	А	Dive forward 0° to 30° / Keeping	A
Dive lotward angle on exit? Change of course	a turn of less than 90°	^	course	^
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	A			
Dive forward angle on exit	Dive forward 0° to 30°	Α.	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 14. Asymmetric collapse	Most lines tight C	Α	Most lines tight	Α
, ,				
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	15° to 45°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
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 reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	

Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	A
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	•
Totaling lines used	110			
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°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
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°	В	90° to 180° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
15. Directional control with a maintained asymmetric	A			
collapse				
Able to keep course	Yes	Α	Yes	Α
180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
Amount of control range between turn and stall or spin	More than 50 % of the	Α	More than 50 % of the symmetric	Α
	symmetric control travel		control travel	
16. Trim speed spin tendency	A			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	A			
Spin occurs	No .	Α	No	Α
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
Cascade occurs	No	Α	No	Α
19. B-line stall	A			
Change of course before release	Changing course less than 45°	Α	Changing course less than 45°	Α
Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Cascade occurs	No	Α	No	Α
20. Big ears	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Decement	- 1-1-1-1 mg. 11		<u> </u>	
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit				A A

Α			
Dedicated controls	Α	Dedicated controls	Α
Stable flight	Α	Stable flight	Α
Spontaneous in 3 s to 5 s	Α	Spontaneous in less than 3 s	Α
Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Stable flight	Α	Stable flight	Α
Α			
Yes	Α	Yes	Α
No	Α	No	Α
Α			
Yes	Α	not available	0
not available	0	not available	0
not available	0	not available	0
	Dedicated controls Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight A Yes No A Yes not available	Dedicated controls A Stable flight A Spontaneous in 3 s to 5 s A Dive forward 0° to 30° A Stable flight A A Yes A No A Yes A not available 0	Dedicated controls Stable flight A Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight A Stable flight A Dive forward 0° to 30° Stable flight A Stable flight A Stable flight A Yes No A No A Yes A No A Yes O not available O not available

24. Comments of test pilot

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Class: C

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Model: Exos M

Serial number: 2155-11-0925

PG_1083.2016 14. 03. 2017

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	95	Range of speed system (cm)	13
Minimum weight in flight (kg)	75	Speed range using brakes (km/h)	15
Glider's weight (kg)	4	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	29
Projected area (m2)	19.42		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 12 months or every 100 flying hours	
Harness brand	Flugsau	Warning! Before use refer to user's manual	
Harness model	XX-Lite	Person or company having presented the glider for testing: None	
Harness to risers distance (cm)	43		
Distance between risers (cm)	44		

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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

Manufacturer Sky Paragliders a.s. Certification number PG_1083.2016
Address Okružní 39 Date of flight test 19. 07. 2016

73911 Frýdlant nad

Ostravicí Czech Republic

Glider model Exos M Classification C
Serial number 2155-11-0925 Representative None
Trimmer no Place of test Villeneuve

Folding lines used no

Test pilot Thurnheer Claude Zoller Alain

Harness Sup' Air - Access M Flugsau - XX-Lite

Harness to risers distance (cm) 43 43

Distance between risers (cm) 42 44

Total weight in flight (kg) 75 95

1. Inflation/Take-off	В			
Rising behaviour	Easy rising, some pilot correction is required	В	Easy rising, some pilot correction is required	В
Special take off technique required	No	Α	No	Α
2. Landing	Α			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	A			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	С			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / 40 cm to 55 cm	С	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / 45 cm to 60 cm	С
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°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	Α			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour exiting a fully developed spiral dive	A			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	Α	Immediate reduction of rate of turn	Α

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Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse	Α			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	Α	Dive forward 0° to 30° Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	В			
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 30° to 60°	В
Collapse	No collapse	Α	No collapse	Α
Cascade occurs (other than collapses)	No	Α	No	Α
Rocking back	Less than 45°	Α	Less than 45°	Α
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	С			
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°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	

Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
Laves assumentation allowed with fully activated appalayed				
Large asymmetric collapse with fully activated accelerator Change of course until re-inflation / Maximum dive forward or	90° to 180° / Dive or roll angle	C	90° to 180° / Dive or roll angle 45°	С
roll angle	45° to 60°	С	to 60°	C
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	Yes, no turn reversal	С	No (or only a small number of	Α
			collapsed cells with a spontaneous reinflation)	
Twist occurs	No	Α	No	Α
Twist occurs Cascade occurs	No No	A A	No No	A A
Cascade occurs	No		No	
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric	No No		No	
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse	No No A		No No Yes	A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course	No No A Yes	A	No No Yes	A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s	No No A Yes Yes More than 50 % of the	A A A	No Yes Yes More than 50 % of the symmetric	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin	No No A Yes Yes More than 50 % of the symmetric control travel	A A A	No Yes Yes More than 50 % of the symmetric	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency	No No A Yes Yes More than 50 % of the symmetric control travel A	A A A	No No Yes Yes More than 50 % of the symmetric control travel	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs	No No A Yes Yes More than 50 % of the symmetric control travel A No	A A A	No No Yes Yes More than 50 % of the symmetric control travel	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin	No No A Yes Yes More than 50 % of the symmetric control travel A No A No	A A A	No No Yes Yes More than 50 % of the symmetric control travel No No	A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release	No No A Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90°	A A A A A	No No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90°	A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No	A A A A A	No No Yes Yes More than 50 % of the symmetric control travel No No	A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A	A A A A A	No No Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No	A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45°	A A A A A	No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45°	A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall	No No A Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight	A A A A A A	No No Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No	A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span	A A A A A A	Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span	A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery	No No A Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s	A A A A A A A	Yes Yes More than 50 % of the symmetric control travel No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s	A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A	No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A A A A A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No	A A A A A A A	No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No A	A A A A A A A A A A A A A A A A A A A	Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No	A A A A A A A A A A A A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure	No No A Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No A Dedicated controls	A A A A A A A A A A A A A A A A A A A	No No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls	A A A A A A A A A A A A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure Behaviour during big ears	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No A Dedicated controls Stable flight	A A A A A A A A A A A A A A A A A A A	Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls Stable flight	A A A A A A A A A A A A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure	No No A Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No A Dedicated controls	A A A A A A A A A A A A A A A A A A A	No No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls	A A A A A A A A A A A A A A A A A A A

21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in 3 s to 5 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
23. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
24. Comments of test pilot				

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Class: C

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Model: Exos L

Serial number: 2158-11-1312

PG_1102.2016 14. 03. 2017

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	105	Range of speed system (cm)	13
Minimum weight in flight (kg)	85	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.25	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	29
Projected area (m2)	20.53		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 12 months or every 100 flying hours	
Harness brand	Gin Gliders	Warning! Before use refer to user's manual	
Harness model	Gingo 2 L	Person or company having presented the glider for testing: None	
Harness to risers distance (cm)	43		
Distance between risers (cm)	46		

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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

Manufacturer Sky Paragliders a.s. Certification number PG_1102.2016
Address Okružní 39 Date of flight test 12. 10. 2016

73911 Frýdlant nad

Ostravicí Czech Republic

Glider model Exos L Classification C
Serial number 2158-11-1312 Representative None
Trimmer no Place of test Villeneuve

Folding lines used no

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) 85 105

1. Inflation/Take-off	В			
Rising behaviour	Easy rising, some pilot correction is required	В	Easy rising, some pilot correction is required	В
Special take off technique required	No	Α	No	Α
2. Landing	A			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	В			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	25 km/h to 30 km/h	В	25 km/h to 30 km/h	В
4. Control movement	С			
Management in Standard on the Oo has				
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	Α	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / 50 cm to 65 cm	С
5. Pitch stability exiting accelerated flight	Α			
Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	A			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	Α			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour exiting a fully developed spiral dive	A			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	Α	Immediate reduction of rate of turn	Α

T	0 1			
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse	В			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	Α	Dive forward 0° to 30° Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in 3 s to 5 s	В
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	Α	Dive forward 0° to 30° / Keeping	A
2.10 to the training of the tr	course	, ,	course	
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	Α	Changing course less than 45°	Α
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A			
Recovery	Spontaneous in less than 3 s	Α.	Spontaneous in less than 3 s	A
Cascade occurs	No	Α	No	Α
13. Recovery from a developed full stall	B		D: 1 1000 1 000	
Dive forward angle on exit	Dive forward 30° to 60°	В	Dive forward 30° to 60°	В
Collapse	No collapse	A	No collapse	A
Cascade occurs (other than collapses)	No	A	No	A
Rocking back Line tension	Less than 45°	Α	Less than 45°	A A
14. Asymmetric collapse	Most lines tight C	Α	Most lines tight	А
•				
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	0° to 15°	Α .	to 15°	Α .
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 reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	

Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
Large asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or	90° to 180° / Dive or roll angle	С	90° to 180° / Dive or roll angle 45°	С
roll angle	45° to 60°	C	to 60°	C
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	Yes, no turn reversal	С	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Twist occurs Cascade occurs	No No	A A	No No	A A
Cascade occurs	No		No	
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric	No No		No	
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse	No No A		No No Yes	A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course	No No A Yes Yes More than 50 % of the	A	No No Yes Yes More than 50 % of the symmetric	A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin	No No A Yes Yes More than 50 % of the symmetric control travel	A A A	No No Yes Yes	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s	No No A Yes Yes More than 50 % of the	A A A	No No Yes Yes More than 50 % of the symmetric	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency	No No A Yes Yes More than 50 % of the symmetric control travel A	A A A	Yes Yes More than 50 % of the symmetric control travel	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs	No No A Yes Yes More than 50 % of the symmetric control travel A No	A A A	Yes Yes More than 50 % of the symmetric control travel	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency	No No A Yes Yes More than 50 % of the symmetric control travel A No A	A A A	Yes Yes More than 50 % of the symmetric control travel	A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs	No No A Yes Yes More than 50 % of the symmetric control travel A No A No	A A A	Yes Yes More than 50 % of the symmetric control travel	A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin	No No A Yes Yes More than 50 % of the symmetric control travel A No A No B	A A A A A	Yes Yes More than 50 % of the symmetric control travel No	A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release	No No A Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180°	A A A A B	No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90°	A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180° No	A A A A B	No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90°	A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall	No No A Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180° No A	A A A A B A	No No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No	A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180° No A Changing course less than 45° Remains stable with straight	A A A A A A	Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45°	A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180° No A Changing course less than 45° Remains stable with straight span	A A A A A A	Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span	A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s	A A A A A A	Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 30° to 60°	A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A	Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 30° to 60°	A A A A A A A A A A A A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No	A A A A A A A	Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 30° to 60°	A A A A A A A A A A A A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No A	A A A A A A A A A A A A A A A A A A A	Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 30° to 60° No	A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No B Stops spinning in 90° to 180° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No A Dedicated controls	A A A A A A A A	Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 30° to 60° No Dedicated controls	A

21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in 3 s to 5 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
23. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
24. Comments of test pilot				

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



PG_1133.2016

14.03.2017



Class: C

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

Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Model: Exos XL

Serial number: 2161-11-1553

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	120	Range of speed system (cm)	13
Minimum weight in flight (kg)	95	Speed range using brakes (km/h)	15
Glider's weight (kg)	4.4	Range of trimmers (cm)	0
Number of risers	3	Total speed range with accessories (km/h)	29
Projected area (m2)	21.84		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 12 months or every 100 flying hours	
Harness brand	Gin Gliders	Warning! Before use refer to user's manual	
Harness model	Gingo 2 L	Person or company having presented the glider for testing: None	
Harness to risers distance (cm)	43		
Distance between risers (cm)	46		

B A A A A A A B A B C A A A A B A A O

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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

Manufacturer Sky Paragliders a.s. Certification number PG_1133.2016
Address Okružní 39 Date of flight test 14. 12. 2016

73911 Frýdlant nad

Ostravicí Czech Republic

Glider model Exos XL Classification C
Serial number 2161-11-1553 Representative None
Trimmer no Place of test Villeneuve

Folding lines used no

Test pilot Thurnheer Claude Zoller Alain

Harness Niviuk - Gingo 2 M Gin Gliders - Gingo 2 L

Harness to risers distance (cm) 44 43

Distance between risers (cm) 44 46

Total weight in flight (kg) 95 120

1. Inflation/Take-off	В			
Rising behaviour	Easy rising, some pilot correction is required	В	Easy rising, some pilot correction is required	В
Special take off technique required	No	Α	No	Α
2. Landing	Α			
Special landing technique required	No	Α	No	Α
3. Speed in straight flight	A			
Trim speed more than 30 km/h	Yes	Α	Yes	Α
Speed range using the controls larger than 10 km/h	Yes	Α	Yes	Α
Minimum speed	Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	Α			
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	Α	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	Α
5. Pitch stability exiting accelerated flight	A			
Dive forward angle on exit	Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs	No	Α	No	Α
6. Pitch stability operating controls during accelerated flight	Α			
Collapse occurs	No	Α	No	Α
7. Roll stability and damping	A			
Oscillations	Reducing	Α	Reducing	Α
8. Stability in gentle spirals	A			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour exiting a fully developed spiral dive	A			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	Α	Immediate reduction of rate of turn	Α

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Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front collapse	В			
Approximately 30 % chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit Change of course	Dive forward 0° to 30° Keeping course	Α	Dive forward 0° to 30° Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
At least 50% chord				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in 3 s to 5 s	В	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	Α	Dive forward 0° to 30° / Keeping course	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
With accelerator				
Entry	Rocking back less than 45°	Α	Rocking back less than 45°	Α
Recovery	Spontaneous in 3 s to 5 s	В	Spontaneous in less than 3 s	Α
Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping	A	Dive forward 30° to 60° / Keeping	В
Ç Ç	course		course	
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
11. Exiting deep stall (parachutal stall)	A			
Deep stall achieved	Yes	Α	Yes	Α
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Change of course	Changing course less than 45°	A	Changing course less than 45°	A
Cascade occurs	No	Α	No	Α
12. High angle of attack recovery	A Spontaneous in less than 2 o	٨	Chantanagua in loga than 2 a	٨
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	A
Cascade occurs 13. Because from a developed full stell	No B	Α	No	Α
13. Recovery from a developed full stall Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 30° to 60°	В
Collapse	No collapse	Α	No collapse	A
Cascade occurs (other than collapses)	No	Α	No	Α
Rocking back	Less than 45°	Α	Less than 45°	Α
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	C	•	octoc u.g.i.t	, ,
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle	Α	Less than 90° / Dive or roll angle 0°	Α
roll angle	15° to 45°		to 15°	^
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 reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	

Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	Α	Less than 90° / Dive or roll angle 15° to 45°	Α
Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α	No (or only a small number of collapsed cells with a spontaneous reinflation)	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
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 45° to 60°	С	90° to 180° / Dive or roll angle 45° to 60°	С
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	С	Spontaneous re-inflation	Α
Total change of course	Less than 360°	Α	Less than 360°	Α
Collapse on the opposite side occurs	Yes, no turn reversal	С	No (or only a small number of	Α
Conapse on the opposite side occars	res, no tam reversar	Ü	collapsed cells with a spontaneous	,,
			reinflation)	
Twist occurs	No	Α	reinflation) No	Α
Twist occurs Cascade occurs	No No	A A	,	A A
			No	
Cascade occurs	No		No No	
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric	No No	A	No No	
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse	No No A	A	No No No	A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course	No No A Yes	A	No No No	A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s	No No A Yes Yes More than 50 % of the	A A A	No No Yes Yes More than 50 % of the symmetric	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin	No No A Yes Yes More than 50 % of the symmetric control travel	A A A	No No Yes Yes More than 50 % of the symmetric	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency	No No A Yes Yes More than 50 % of the symmetric control travel A	A A A	No No No Yes Yes More than 50 % of the symmetric control travel	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs	No No A Yes Yes More than 50 % of the symmetric control travel A No	A A A	No No No Yes Yes More than 50 % of the symmetric control travel	A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency	No No A Yes Yes More than 50 % of the symmetric control travel A No A	A A A	No No No Yes Yes More than 50 % of the symmetric control travel	A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs	No No A Yes Yes More than 50 % of the symmetric control travel A No A No	A A A	No No No Yes Yes More than 50 % of the symmetric control travel	A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin	No No A Yes Yes More than 50 % of the symmetric control travel A No A No	A A A A	No No No Yes Yes More than 50 % of the symmetric control travel No No	A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release	No No A Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90°	A A A A A	No No No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90°	A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs	No No A Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No	A A A A A	No No No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90°	A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A	A A A A A A	No No No Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No	A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight	A A A A A A	No No No Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45°	A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span	A A A A A A A	No No No Yes Yes Yes More than 50 % of the symmetric control travel No No Changing course less than 90° Remains stable with straight span	A A A A A A A A A A A A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery	No No A Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s	A A A A A A A	No No No Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s	A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A	No No No Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A A A A A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No	A A A A A A A A	No No No Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30°	A A A A A A A A A A A A A A A A A A A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B	A A A A A A A A A A A A A A A A A A A	No No No Yes Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No	A
Cascade occurs Folding lines used 15. Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin 16. Trim speed spin tendency Spin occurs 17. Low speed spin tendency Spin occurs 18. Recovery from a developed spin Spin rotation angle after release Cascade occurs 19. B-line stall Change of course before release Behaviour before release Recovery Dive forward angle on exit Cascade occurs 20. Big ears Entry procedure	No No A Yes Yes Yes More than 50 % of the symmetric control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No B Dedicated controls	A A A A A A A A A A A A A A A A A A A	No No No Yes Yes More than 50 % of the symmetric control travel No No Stops spinning in less than 90° No Changing course less than 45° Remains stable with straight span Spontaneous in less than 3 s Dive forward 0° to 30° No Dedicated controls	A A A A A A A A A A A A A A A A A A A

21. Big ears in accelerated flight	A			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	Α
Recovery	Spontaneous in 3 s to 5 s	Α	Spontaneous in less than 3 s	Α
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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				