



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

AIR TURQUOISE SA certified by
ISO 9001
BUREAU VERITAS
Certification

 Certification number
 PG\_0389.2010

 Manufacturer
 Sky Paragliders a.s.

 Glider model
 Fides 3 S

 Category
 A

 Maximum weight in flight (kg)
 82 kg

 Minimum weight in flight (kg)
 58 kg

 Glider's weight (kg)
 3.95 kg

#### Date of flight test

 Flight tests
 12. 10. 2010

 Serial number
 M 1061-11-0934

Best Regards,

Alain Zoller

Randi Eriksen

Pand Enkon



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





Class: A

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

Date of issue (DMY):

PG\_0389.2010 01. 02. 2011

Manufacturer: Sky Paragliders a.s.

Model: Fides 3 S

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	82	Range of speed system (cm)	15
Minimum weight in flight (kg)	58	Speed range using brakes (km/h)	14
Glider's weight (kg)	3.95	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	22
Projected area (m2)	20.51		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 12 months or every 100 flights	
Harness brand	Sup' Air	Warning! Before use refer to user's manual	
Harness model	Access S	Person or company having presented the glider for testing: <b>none</b>	
Harness to risers distance (cm)	49		
Distance between risers (cm)	42		
	74		



AIR TURQUOISE SA certified by

## Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG\_0389.2010
Address Okružní 39 Date of flight test 10. 12. 2010

73911 Frýdlant nad Ostravicí

Czech Républic

Representative none Place of test Villeneuve

Glider model Fides 3 S Classification A

Trimmer no

Test pilot	Fukuoka Seiko	Dupont Philippe
Harness	Sup air - Altiplume S	Sup' Air - Access S
Total weight in flight (kg)	60	82
ation/Take_off	٨	

Total weight in flight (kg)	60		82	
1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
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	A			
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 / greater than 60 cm	Α
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 in a steeply banked turn	Α			
Sink rate after two turns	Up to 12 m/s	Α	12 m/s to 14 m/s	Α
10. Symmetric front collapse	Α			
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
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
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°	Α
Collapse	No collapse	Α	No collapse	A
	No Collapse No	Α	No Collapse No	
Cascade occurs (other than collapses)			Less than 45°	A
Rocking back	Less than 45°	A		A
Line tension	Most lines tight	Α	Most lines tight	Α
14. Asymmetric collapse	A			
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°	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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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°	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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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 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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse and accelerator	110	, ,	110	,,
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	Α
roll angle	15° to 45°		15° to 45°	
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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	Α			
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	Α			
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	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	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
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 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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
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	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	12		16	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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 numberPG\_0383.2010ManufacturerSky Paragliders a.s.Glider modelFides 3 MCategoryAMaximum weight in flight (kg)97 kgMinimum weight in flight (kg)73 kgGlider's weight (kg)4.2 kg

#### Date of flight test

 Flight tests
 10. 12. 2010

 Serial number
 M 1059-11-0807

Best Regards,

Alain Zoller

Randi Eriksen

Rand Eiler



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

01. 02. 2011

AIR TURQUOISE SA certified by





Class: A

In accordance with EN standards 926-2:2005 & 926-1:2006: PG\_0383.2010

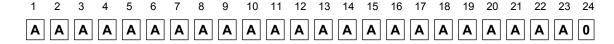
Date of issue (DMY):

Manufacturer: Sky Paragliders a.s.

Model: Fides 3 M

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	97	Range of speed system (cm)	15
Minimum weight in flight (kg)	73	Speed range using brakes (km/h)	14
Glider's weight (kg)	4.2	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	22
Projected area (m2)	22.19		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ADC	100 11 100 11 11	
riamess type	ABS	every 12 months or every 100 flights	
Harness brand	ABS Sup'Air	Warning! Before use refer to user's manual	
<b>,</b> ,		, ,	
Harness brand	Sup'Air Altiplume	Warning! Before use refer to user's manual Person or company having presented the	
Harness brand Harness model	Sup'Air Altiplume S	Warning! Before use refer to user's manual Person or company having presented the	



AIR TURQUOISE SA certified by

### Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG\_0383.2010
Address Okružní 39 Date of flight test 11. 11. 2010

73911 Frýdlant nad Ostravicí

Czech Republic

Representative None Place of test Villeneuve

Glider model Fides 3 M Classification A

Trimmer no

Test pilotDupont PhilippeZoller AlainHarnessSup' Air - Access SSup'Air - Altiplume S

Total weight in flight (kg)	73		97	
1. Inflation/Take-off	A			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
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	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	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 / greater than 60 cm	Α
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
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	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 in a steeply banked turn	Α			
Sink rate after two turns	12 m/s to 14 m/s	Α	12 m/s to 14 m/s	Α
10. Symmetric front collapse	Α			
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
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
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°	Α
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	A		wost inles tight	^
With 50% collapse	A			
Change of course until re-inflation / Maximum dive forward or	Loss than 90° / Divo or roll angle	٨	Long than 00° / Divo or roll angle 0°	۸
roll angle	Less than 90° / Dive or roll angle 0° to 15°	А	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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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°	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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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°	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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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°	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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	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
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 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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	A			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	14		16	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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

AIR TURQUOISE SA certified by

ISO 9001
BUREAU VERITAS
Certification

 Certification number
 PG\_0390.2010

 Manufacturer
 Sky Paragliders a.s.

 Glider model
 Fides 3 L

 Category
 A

 Maximum weight in flight (kg)
 112 kg

 Minimum weight in flight (kg)
 88 kg

 Glider's weight (kg)
 4.45 kg

#### Date of flight test

 Flight tests
 10. 12. 2010

 Serial number
 M 1061-11-0902

Best Regards,

Alain Zoller

Randi Eriksen

RandiEnlyn



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





Class: A

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

Date of issue (DMY):

PG\_0390.2010 01. 02. 2011

Manufacturer: Sky Paragliders a.s.

Model: Fides 3 L

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	112	Range of speed system (cm)	16
Minimum weight in flight (kg)	88	Speed range using brakes (km/h)	14
Glider's weight (kg)	4.45	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	22
Projected area (m2)	23.89		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 12 months or every 100 flights	
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: <b>None</b>	
Harness to risers distance (cm)	49		
Distance between risers (cm)	46		





AIR TURQUOISE SA certified by

### Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG\_0390.2010
Address Okružní 39 Date of flight test 10. 12. 2010

73911 Frýdlant nad Ostravicí

Czech Républic

Representative None Place of test Villeneuve

Glider model Fides 3 L Classification A

Trimmer no

	Test pilot	Thurnheer Claude	Zoller Alain
	Harness	Gin Gliders - Gingo L	Gin Gliders - Gingo 2 L
	Total weight in flight (kg)	88	112
nflation/Taka off		٨	

Total weight in flight (kg)	88		112	
1. Inflation/Take-off	Α			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
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	Α			
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	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	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 in a steeply banked turn	Α			
Sink rate after two turns	12 m/s to 14 m/s	Α	12 m/s to 14 m/s	Α
10. Symmetric front collapse	Α			
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
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
Deep stall achieved	Cascade occurs	No	Α	No	Α
Recovery   Dive forward 0" to 30"	11. Exiting deep stall (parachutal stall)	A			
Dive forward of 19 a001	Deep stall achieved	Yes	Α	Yes	Α
Dive forward of 19 a001	Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	Α
Changing course less than 45" A Cascade occurs         A Cascade occurs         A No         A Name         A Name<	Dive forward angle on exit		Α		Α
Casende occurs         No         A         No         No         A           12. High angle of attack recovery         A         A         A         No         A         A         No         No<		Changing course less than 45°	Α	Changing course less than 45°	Α
No   No   No   No   No   No   No   No					
Recovery from a developed full stall   A   No   No   No   No   No   No   No					
Casacade occurs         No         A         No         A           13. Recovery from a developed full stall         A           13. Recovery from a developed full stall         A           Dive forward 0" to 30"         A         Dive forward 0" to 30"         A         No collapse         A           Collapse         No         A         No collapse         A         No collapse         A           Collapse (Accours (other than collapses)         No         Most lines tight         A         Less than 45"         A           Line tension         Most lines tight         A         Less than 45"         A           Line tension         Less than 360"         A         Less than 90" / Dive or roll angle of the 15" of 5"         A           Change of course until re-inflation / Maximum dive forward of largle of course         Less than 300"         A         No         A           Collapse on the opposite side occurs         No         A         No         A         No         A           Cascada occurs         No         A         No         A         No         A         Less than 90" / Dive or roll angle of course until re-inflation / Maximum dive forward of 15" to 45"         A         Less than 90" / Dive or roll angle of 15" to 45"         A         Less than 90" / Dive or roll a			Α	Spontaneous in less than 3 s	Α
13.   Recovery from a developed full stall   Dive forward 0° to 30°   A   Dive forward 0° to 30°   A   Dive forward 0° to 30°   A   Caccade occurs (other than collapses)   No   No   A   No   No   No   A   Rocking back   Less than 45°   A   Less	•	·		•	
Dive forward angle on exit			,,		,,
Collapse			Δ	Dive forward 0° to 30°	Δ
Cascade occurs (other than collapses)         No         Less than 45°         A         Less than 45°         A         A           Rocking back         Less than 45°         A         Less than 45°         A         Less than 45°         A           14. Asymmetric collapse         A         Ausymmetric collapse         A           Change of course until re-inflation / Maximum dive forward or roll angle of "ot 15"         Less than 90° / Dive or roll angle of "ot 15°         A         Less than 90° / Dive or roll angle of 15°         A           Re-inflation behaviour         Spontaneous re-inflation         A         No         A         No         A           Collapse on the opposite side occurs         No         No         A         No         A           Visite occurs         No         No         A         No         A           Cascade occurs         No         A         No         A           With 73% collapse         Re-inflation behaviour         Less than 90° / Dive or roll angle of 15° to 45°         A         Less than 360°         A         Less than 90° / Dive or roll angle of 15° to 45°         A         Less than 360°         A <t< td=""><td>The state of the s</td><td></td><td></td><td></td><td></td></t<>	The state of the s				
Rocking back   Less than 45°   A   Most lines tight   A   A   Most lines tight   A   A   Most lines tight   A   A   A   A   Most lines tight   A   A   Most lines tight   A   A   Most li					
Line tension         Most lines tight         A         Most lines tight         A         Most lines tight         A           14. Asymmetric collapse         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         A         Class than 90" / Dive or roll angle of 15" or 15" o					
14. Asymmetric collapse         A           With 50% collapse         Class than 90° / Dive or roll angle 0° to 15°					
With 50% collapse         Auth 50% collapse         Class than 90° / Dive or roll angle to 15°         A constant 15°         Less than 90° / Dive or roll angle to 15°         A constant		•	А	Most lines tigrit	А
Change of course until re-inflation / Maximum dive forward or foll angle of course         Less than 90° / Dive or roll angle of 50° to 15°         Less than 90° / Dive or roll angle of 50° to 15°         A both of 50° to 15°         Less than 360°         A both of 50° to 15°         A both of 50°         A both of 50° <td>·</td> <td>A</td> <td></td> <td></td> <td></td>	·	A			
Re-inflation behaviour	,	Lasa than 200 / Division and I ample		Land the concess of Division and Division an	
Re-inflation behaviour Total change of course Less than 360° No			А		А
Total change of course  Less than 360° A Less than 360° A Collapse on the opposite side occurs  No A No	<u> </u>		Α		Α
Collapse on the opposite side occurs No No A		•		·	
Twist occurs         No         A         No         A           Cascade occurs         No         A         No         A           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         A         Spontaneous re-inflation         A           Collapse of course         No         A         No         A           Collapse on the opposite side occurs         No         A         No         A           Ciliapse on the opposite side occurs         No         A         No         A           Cascade occurs         No         A         No         A           With 50% collapse and accelerator         Less than 90° / Dive or roll angle 15° to 45°         A         Less than 90° / Dive or roll angle 15° to 45°         A           Re-inflation behaviour         Spontaneous re-inflation         A         No         A         No         A           Collapse on the opposite side occurs         No         A         No         A         No         A           Change of course until re-inflation / Maximum dive forward or roll angle 15° to 45°	-				
Cascade occurs     No     A     No     A       With 75% collapse     Change of course until re-inflation / Maximum dive forward or langle of langle     Less than 90° / Dive or roll angle 15° to 45°     A     Less than 90° / Dive or roll angle 15° to 45°     A       Re-inflation behaviour     Spontaneous re-inflation     A     Spontaneous re-inflation     A       Total change of course     Less than 360°     A     Less than 360°     A       Collapse on the opposite side occurs     No     A     No     A       Twist occurs     No     A     No     A       Cascade occurs     No     A     No     A       Change of course until re-inflation / Maximum dive forward or roll angle of course until re-inflation / Maximum dive forward or roll angle of course until re-inflation / Maximum dive forward or roll angle of course     Less than 90° / Dive or roll angle of to 15°     A     Less than 90° / Dive or roll angle of to 15°     A       Re-inflation behaviour     Spontaneous re-inflation     A     Less than 360°     A     Less than 360°     A       Vibit 75% collapse and accelerator     No     A     No     No     A       Change of course until re-inflation / Maximum dive forward or roll angle angle     Less than 360°     A     No     No     A       With 75% collapse and accelerator     Less than 360°     A     No					
With 75% collapse         Less than 90° / Dive or roll angle of course until re-inflation / Maximum dive forward or loll angle 15° to 45°         Less than 90° / Dive or roll angle 15° to 45°         A Less than 90° / Dive or roll angle 15° to 45°         A Less than 360° / Dive or roll angle 15° to 45°         A Spontaneous re-inflation         A Spontaneous re-inflation         A Spontaneous re-inflation         A Less than 360°         A L					
Change of course until re-inflation / Maximum dive forward or roll angle       Less than 90° / Dive or roll angle 15° to 45° 15° to 45° 15° to 45° 15° to 45°       A Less than 90° / Dive or roll angle 15° to 45° 15° to 45° 15° to 45°       A Spontaneous re-inflation       A Spontaneous re-inflation       A Spontaneous re-inflation       A Spontaneous re-inflation       A Down A No		140	^	NO	^
roll angle         15" to 45"         15" to 45"         15" to 45"           Re-inflation behaviour         Spontaneous re-inflation         A         Spontaneous re-inflation         A           Total change of course         Less than 360"         A         No         A           Collapse on the opposite side occurs         No         A         No         A           Twist occurs         No         A         No         A           Cascade occurs         No         A         No         A           Cascade occurs         No         A         No         A           With 50% collapse and accelerator         Less than 90° / Dive or roll angle 15" to 45"         to 15"         A           Change of course until re-inflation / Maximum dive forward or 10 langle 15" to 45"         A         Less than 90° / Dive or roll angle 15" to 45"         A         Less than 360"         A           Re-inflation behaviour         No         A         No         A         No         A           Cascade occurs         No         A         No         A         No         A           Cascade occurs         No         A         No         A         No         A           Cascade occurs         Chapter inflation 1 Maximum dive fo	·	Loop than 00° / Divo or roll angle	٨	Loop than 00° / Divo or roll angle	۸
Total change of course  Less than 360° A Less than 360° A No	roll angle		А	15° to 45°	А
Collapse on the opposite side occurs No No A No No A No No A No A Cascade occurs No No A No No A No No A No A Mith 50% collapse and accelerator  Change of course until re-inflation / Maximum dive forward or roll angle 15° to 45° A Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 15° to 45° A Less than 360° A Less than 360° A Less than 360° A No A N	Re-inflation behaviour	•	Α	Spontaneous re-inflation	Α
Twist occurs  No No A No No A No	-	Less than 360°	Α	Less than 360°	Α
Cascade occurs     No     A     No     A       With 50% collapse and accelerator     Less than 90° / Dive or roll angle 15° to 45°     A     Less than 90° / Dive or roll angle 15° to 45°     A     Less than 90° / Dive or roll angle 0° to 15°     A       Re-inflation behaviour     Spontaneous re-inflation     A     Less than 360°     A     Less than 360°     A       Collapse on the opposite side occurs     No     A     No     A       Twist occurs     No     A     No     A       Cascade occurs     No     A     No     A       With 75% collapse and accelerator     Less than 90° / Dive or roll angle 15° to 45°     A     Less than 90° / Dive or roll angle 15° to 45°     A     Less than 90° / Dive or roll angle 15° to 45°     A     Less than 90° / Dive or roll angle 15° to 45°     A     Less than 90° / Dive or roll angle 15° to 45°     A     Less than 90° / Dive or roll angle 15° to 45°     A	Collapse on the opposite side occurs	No	Α	No	Α
With 50% 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 0° to 15°       A         Re-inflation behaviour       Spontaneous re-inflation       A Spontaneous re-inflation       A         Total change of course       Less than 360°       A Less than 360°       A         Collapse on the opposite side occurs       No       A No       A         Twist occurs       No       A No       A         Cascade occurs       No       A No       A         With 75% collapse and accelerator       Less than 90° / Dive or roll angle 15° to 45°       A Less than 90° / Dive or roll angle 15° to 45°       A Less than 90° / Dive or roll angle 15° to 45°       A Less than 90° / Dive or roll angle 15° to 45°       A Less than 90° / Dive or roll angle 15° to 45°       A Less than 90° / Dive or roll angle 15° to 45°       A Less than 360°       A Less than 360°       A Less than 360°       A Less than 360°       A Roll at 15° to 45°       A No       A Roll	Twist occurs	No	Α	No	Α
Change of course until re-inflation / Maximum dive forward or roll angle 15° to 45°	Cascade occurs	No	Α	No	Α
roll angle 15° to 45° to 15°  Re-inflation behaviour Spontaneous re-inflation A No A	With 50% collapse and accelerator				
Total change of course  Less than 360° A Less than 360° A Collapse on the opposite side occurs No No A No A Twist occurs No No A No A Cascade occurs No No A With 75% collapse and accelerator  Change of course until re-inflation / Maximum dive forward or roll angle Re-inflation behaviour Spontaneous re-inflation A Total change of course Less than 90° / Dive or roll angle 15° to 45° Re-inflation behaviour  Re-inflation behaviour  No Spontaneous re-inflation A Total change of course Less than 360° A Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle 15° to 45° A Less than 360° A Less than 90° / Dive or roll angle 15° to 45° A Less than 90° / Dive or roll angle A Less	•		Α		Α
Collapse on the opposite side occurs  No No A No A No A No A No A No A Cascade occurs No No A No A No A No A No A No A Cascade occurs No No A	Re-inflation behaviour	Spontaneous re-inflation	Α	Spontaneous re-inflation	Α
Twist occurs  No  No  A  No  No  A  Total change of course  A  Collapse on the opposite side occurs  No  No  A  Twist occurs  No  A  Cascade occurs  No  A  Cascade occurs  No  A  No  No	Total change of course	Less than 360°	Α	Less than 360°	Α
Cascade occurs  With 75% collapse and accelerator  Change of course until re-inflation / Maximum dive forward or roll angle 15° to 45°  Re-inflation behaviour  Spontaneous re-inflation  A Less than 90° / Dive or roll angle 15° to 45°  Re-inflation behaviour  Spontaneous re-inflation  A Spontaneous re-inflation  A Collapse on the opposite side occurs  No  No  A No  A No  A No  A No  15. Directional control with a maintained asymmetric collapse  Able to keep course  Yes  A Yes  A More than 50 % of the symmetric  A	Collapse on the opposite side occurs	No	Α	No	Α
With 75% collapse and accelerator  Change of course until re-inflation / Maximum dive forward or roll angle angle  Re-inflation behaviour  Spontaneous re-inflation  A Less than 90° / Dive or roll angle 15° to 45°  Re-inflation behaviour  Spontaneous re-inflation  A Spontaneous re-inflation  A Less than 360°  A Less than 360°  A Collapse on the opposite side occurs  No  No  A No  A No  A No  A Spontaneous re-inflation  A Cascade occurs  No  A No	Twist occurs	No	Α	No	Α
Change of course until re-inflation / Maximum dive forward or roll angle 15° to 45°  Re-inflation behaviour  Total change of course  Collapse on the opposite side occurs  No  No  No  A  Cascade occurs  A  Cascade occurs  Able to keep course  Able to keep course  Amount of control range between turn and stall or spin  Able to keep course between turn and stall or spin  Less than 90° / Dive or roll angle 15° to 45°  A Less than 90° / Dive or roll angle 15° to 45°  A Less than 90° / Dive or roll angle 15° to 45°  A Less than 90° / Dive or roll angle 15° to 45°  A No A No  A No  A No  A No  A No  A No  A No  A No  A  Yes  A Yes  A More than 50 % of the symmetric A	Cascade occurs	No	Α	No	Α
roll angle 15° to 45° 15° to 45°  Re-inflation behaviour Spontaneous re-inflation A Spontaneous re-inflation A Collapse of course Less than 360° A Less than 360° A Collapse on the opposite side occurs No A No A Twist occurs No A No A No A Cascade occurs No A No A No A Cascade occurs No A No A No A No A Cascade occurs No A No	With 75% collapse and accelerator				
Re-inflation behaviour  Spontaneous re-inflation A Spontaneous re-inflation A Less than 360° A Less than 360° A Less than 360° A Collapse on the opposite side occurs No A			Α		Α
Total change of course  Less than 360°  A Less than 360°  A No  A No  A No  A No  A No  Cascade occurs  No  No  A No  A No  A No  A  Cascade occurs  No  A No  A No  A  15. Directional control with a maintained asymmetric collapse  Able to keep course  Yes  A Yes  A Yes  A More than 50 % of the symmetric A  More than 50 % of the symmetric A	-		Α	Spontaneous re-inflation	Α
Collapse on the opposite side occurs  No A No A No A No A No A No A Cascade occurs No A No A No A No A  15. Directional control with a maintained asymmetric collapse A A No A  A No A No A No A No A No A N		•		·	
Twist occurs  No A No	-				
Cascade occurs  No A No A No A No A No A No A  15. Directional control with a maintained asymmetric collapse  Able to keep course  Yes A 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin  More than 50 % of the A More than 50 % of the symmetric A					
15. Directional control with a maintained asymmetric collapse  Able to keep course  Able to keep course  Yes  A  Yes  A  Yes  A  Yes  A  A  Amount of control range between turn and stall or spin  More than 50 % of the  A  More than 50 % of the symmetric  A					
collapseAble to keep courseYesAYesA180° turn away from the collapsed side possible in 10 sYesAYesAAmount of control range between turn and stall or spinMore than 50 % of theAMore than 50 % of the symmetricA			^	NO	^
Able to keep course Yes A Yes A 180° turn away from the collapsed side possible in 10 s Yes A Yes A Amount of control range between turn and stall or spin More than 50 % of the A More than 50 % of the symmetric A					
180° turn away from the collapsed side possible in 10 s  Yes  A Yes  A More than 50 % of the symmetric A	Able to keep course	Yes	Α	Yes	Α
Amount of control range between turn and stall or spin More than 50 % of the A More than 50 % of the symmetric A	180° turn away from the collapsed side possible in 10 s	Yes	Α	Yes	Α
		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	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	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
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 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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	A			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	16		14	
23. Alternative means of directional control	A			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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\_0391.2010

 Manufacturer
 Sky Paragliders a.s.

 Glider model
 Fides 3 XL

 Category
 A

 Maximum weight in flight (kg)
 130 kg

 Minimum weight in flight (kg)
 102 kg

 Glider's weight (kg)
 4.75 kg

#### Date of flight test

Flight tests	16. 12. 2010
Serial number	M 1061-11-0924
Load test	20. 11. 2010
Serial number	1061-11-0919

Best Regards,

Alain Zoller

Randi Eriksen

Candi Frilese



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





Class:

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

Date of issue (DMY):

PG\_0391.2010

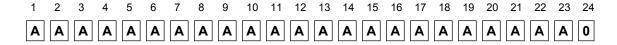
01. 02. 2011

Manufacturer: Sky Paragliders a.s.

Fides 3 XL Model:

Serial number:

Paraglider		Accessories	
Maximum weight in flight (kg)	130	Range of speed system (cm)	16
Minimum weight in flight (kg)	102	Speed range using brakes (km/h)	14
Glider's weight (kg)	4.75	Range of trimmers (cm)	0
Number of risers	4	Total speed range with accessories (km/h)	22
Projected area (m2)	25.84		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	every 12 months or every 100 flights	
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: <b>None</b>	
Harness to risers distance (cm)	49		
Distance between risers (cm)	46		







AIR TURQUOISE SA certified by

### Flight test report: EN

ISO 9001
BUREAU VERITAS
Certification

Manufacturer Sky Paragliders a.s. Certification number PG\_0391.2010
Address Okružní 39 Date of flight test 10. 12. 2010

73911 Frýdlant nad Ostravicí

Czech Republic

Representative None Place of test Villeneuve

Glider model Fides 3 XL Classification A

Trimmer no

**Test pilot** Berruex Gilles Zoller Alain

Harness Sup'Air - Access M Gin Gliders - Gingo 2 L

	Sup Air - Access ivi		Giri Gilders - Girigo 2 L	
Total weight in flight (kg	) 102		130	
1. Inflation/Take-off	Α			
Rising behaviour	Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
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	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	Increasing / greater than 65 cm	Α	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 in a steeply banked turn	A			
Sink rate after two turns	12 m/s to 14 m/s	Α	12 m/s to 14 m/s	Α
10. Symmetric front collapse	Α			
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
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
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°	Α
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	A		-	
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°	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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 75% collapse				
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 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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
With 50% 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°	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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
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°	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	Α	No	Α
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
15. Directional control with a maintained asymmetric collapse	Α			
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	A			
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	Α			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	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
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 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
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Behaviour exiting a steep spiral	A			
Tendency to return to straight flight	Spontaneous exit	Α	Spontaneous exit	Α
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
Sink rate when evaluating spiral stability [m/s]	16		16	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	Α	Yes	Α
Stall or spin occurs	No	Α	No	Α
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 certified by



# Load test report EN

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 . . . . . Fides 3 XL Max. load (kg). . . . . . . . 162 kg



#### Shock test

1000 daN

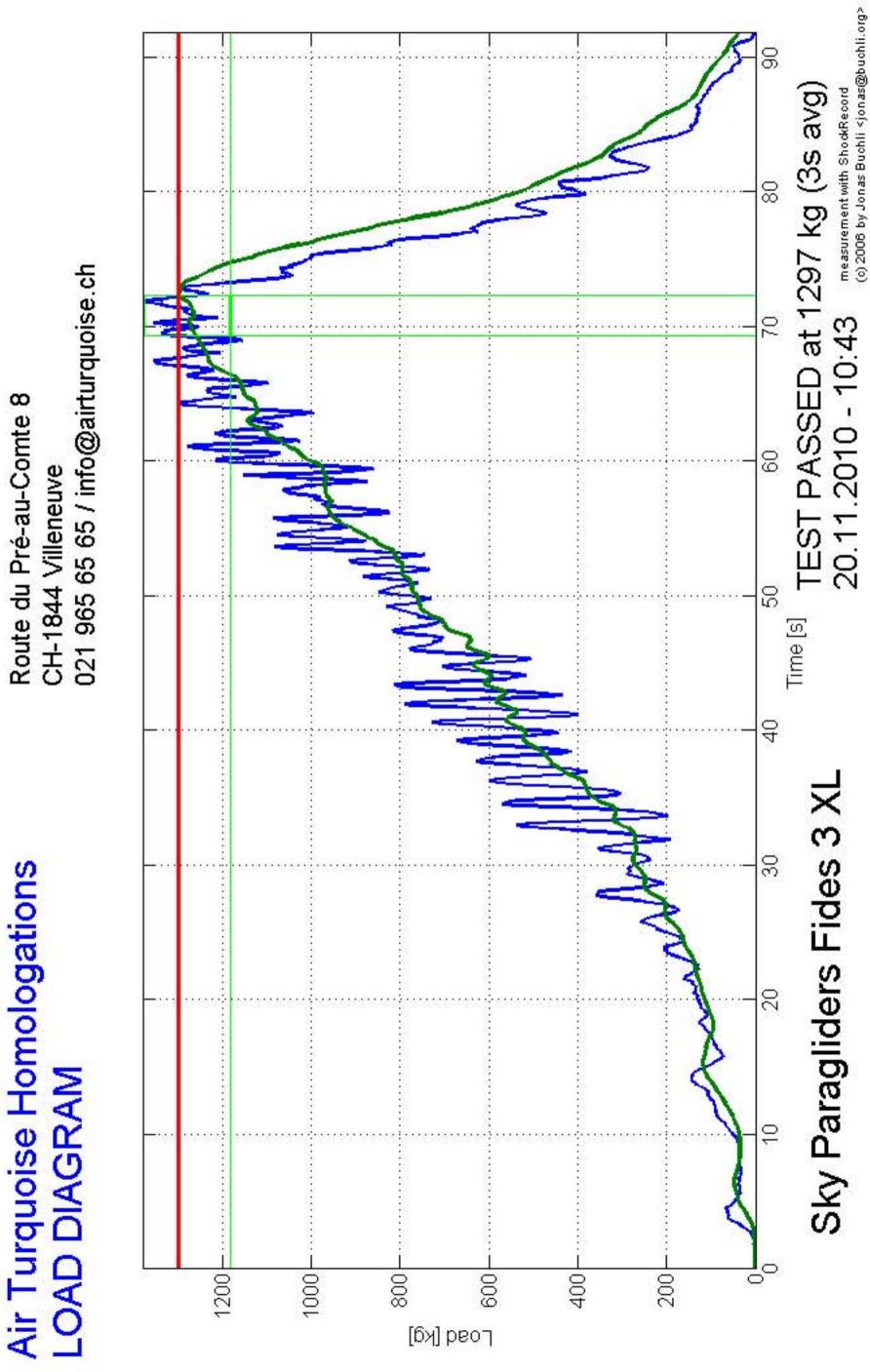
The model had no appearant damages to question its airworthiness.

#### Mechanical resistance test

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

Villeneuve, 20. 11. 2010

Alain Zoller



Route du Pré-au-Comte 8