ANTEA





Class:



www.sky-cz.com info@sky-cz.com

Accordance with EN standards 926-2:2005 & 926-1:2006

Date of issue (D.M.Y):

PG 056.2007 28.04.2007

MANUFACTURER:	SKY PARAGLIDERS

ANTEA S MODEL:

Configuration during flight tests

Paraglider

Harness used for flight tests (maxi weight)

Type: **ABS** Maximum total weight in flight: 80 kg Brand name: **Sky Paragliders** Minimum total weight in flight: 60 kg Axel 2 M Model: Weight of the paraglider: 4.9 kg Seat to lowest part of risers distance: 48 cm Number of risers: Distance between top of connectors centerlines: 42 cm Projected area: m² 20.10

For detailed information regarding harness settings used for flight tests, please refer to flight tests reports.

Accessories

Range of the speed system: 17.5 cm		Ran	Range of trimmers: No cm			
Speed range using brakes:	13	km/h	Tota	al speed range with essories:	33	km/h
Inspections (whichever happ						
12 months or 100 flights				Serial no:		
Warning! before use refer to user 's manua				Date of manufacturing:		
Person or compagny having presented the glider for testing:				xandre Paux - 1066	6 Epali	nges

Conformity tests according to EN 926-2:2005 & EN 926-1:2006 standards carried out by:

A I R TURQUOISE	AIR TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland	AIR TURQUOISE Tel Tel 2 Fax email	00-41 (0) 79 202 52 30 00-41 (0) 78 694 65 66 00-41 (0) 21 965 65 66 info@airturquoise.ch www.cen.li
A B C D		X	

Manufacturer Sky Paragliders Address Okružní 39

73911 Frýdlant nad Ostravicí

Czech Republic

Representive None Type of glider Antea S not available Trimmer

PG 056.2007 Certification number Date of flight test 19/04/2007 Villeneuve Place of test



Classification C

Claude Thurnheer Sky revers 80 kg Test Pilot Seiko Fukuoka Harness sup air light Total weight in flight 60 kg

		Min weight	Max weight	
1. Inflation/Ta		wiii weigiit	max weight	
	Rising behaviour	Smooth, easy and constant rising A	Smooth, easy and constant rising	Α
0.1	Special take off technique required	No A	No	Α
2. Landing	Special landing technique required	No A	No	Α
3. Speed in st		7.	110	7.
·	Trim speed more than 30 km/h	Yes	Yes	Α
	Speed range using the controls larger than 10 km/h	Yes		Α
4. Control mo	Minimum speed	Less than 25 km/h A	Less than 25 km/h	Α
4. Control ino	Max. weight in flight up to 80 kg			
	Symmetric control pressure/travel	Increasing, Greater than 55 cm	not available	0
	Max. weight in flight 80 kg to 100 kg			
	Symmetric control pressure/travel Max. weight in flight greater than 100 kg	not available	Increasing, Greater than 55 cm	Α
	Symmetric control pressure/travel	not available	not available	0
5. Pitch stabil	ity exiting accelerated flight			
	Dive forward angle on exit	Dive forward less than 30° A		A
6 Pitch stahil	Collapse occurs ity operating controls during accelerated flight	No A	No	Α
or r rion orabin	Collapse occurs	No A	No	Α
7. Roll stabilit	y and damping			
9 Stability in	Oscillations	Reducing A	Reducing	Α
8. Stability in	gentie spirais Tendency to return to straight flight	Spontaneous exit A	Spontaneous exit	Α
9. Behaviour i	n a steeply banked turn			
	Sink rate after two turns	More than 14 m/s	More than 14 m/s	В
10. Symmetric	c front collapse	Rocking back less than 45° A	Booking book loss than 45°	Α
	Entry Recovery	Spontaneous in less than 3 s	· · · · · · · · · · · · · · · · · · ·	A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course A		Α
	Cascade occurs	No A	No	Α
	With accelerator	Dealing healtheas they 450	Dealing heads been then 450	
	Entry Recovery	Rocking back less than 45° Spontaneous in less than 3 s A	3	A A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course A		Α
	Cascade occurs	No A	No	Α
11. Exiting de	ep stall (parachutal stall)	V	Van	^
	Deep stall achieved Recovery	Yes A Spontaneous in less than 3 s A		A A
	Dive forward angle on exit	Dive forward 30°to 60°		Α
	Change of course	Changing course less than 45° A	0 0	Α
40 High angle	Cascade occurs	No A	No	Α
12. High angle	e of attack recovery Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s	Α
	Cascade occurs	No A	· ·	Α
13. Recovery	from a developed full stall			
	Dive forward angle on exit	Dive forward 30°to 60° No collapse A		В
	Collapse Cascade occurs (other than collapse)	No collapse A No A	No collapse No	A A
	Rocking back	Less than 45° A		Α
	Line tension	Most line tight	Most line tight	Α
14. Asymmetr	ic collapse With 50% collapse-Maximum dive forward or roll angle			
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	Less than 90°, Dive or roll angle 15° to 45°	Α
	Re-inflation behaviour	Spontaneous re-inflation A		Α
	Total change of course	Less than 360° A		Α
	Collapse on the opposite side occurs	No A	NI.	A
	Cascade occurs	No A	No	A A
	With 75% collapse-Maximum dive forward or roll angle	· ·		
	Change of course until re-inflation	Less than 90°, Dive or roll angle 45° to 60°	3	С
	Re-inflation behaviour	Spontaneous re-inflation A Less than 360° A	Spontaneous re-inflation	A
	Total change of course Collapse on the opposite side occurs	Less than 360° A	Less than 360° No	A A
	Twist occurs	No A		A
	Cascade occurs	No A		Α
	With 50% collapse and accelerator-Maximum dive forward or		Less than 00% Diverse will avail 450 to 450	^
	Change of course until re-inflation Re-inflation behaviour	Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation A		A A
	Total change of course	Less than 360° A	The state of the s	A
	Collapse on the opposite side occurs	No A		Α

	Twist occurs	No		No	Α
	Cascade occurs	No	Α	No	Α
	With 75% collapse and accelerator-Maximum dive forward of				
	Change of course until re-inflation	90° to 180°, Dive or roll angle 60° to 90°	С	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	Α	No	Α
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	Α	No	Α
15. Direction	al control with a maintained asymmetric 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 symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim spec	ed spin tendency	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		,	
. с	Spin occurs	No	Α	No	Α
17. Low spee	ed spin tendency		,,		**
Lon opec	Spin occurs	No	Δ	No	Α
18 Recovery	r from a developed spin	110			
.o. Recovery	Spin rotation angle after release	Stops spinning in less than 90°	Α	Stops spinning in less than 90°	Α
	Cascade occurs	No	A	No	A
19. B-line sta		NO	А	INO	А
19. B-line Sta		Channe of course less than 450	۸	Change of source less than 450	۸
	Change of course before release	Change of course less than 45°	A	Change of course less than 45°	A
	Behaviour before release	Remains stable with straight span	Α	Remains stable with straight span	A
	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					
	Entry procedure	Dedicated controls	Α	Standard technique	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 i	in accelerated flight				
	Entry procedure	Dedicated controls	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Spontaneous in less than 3 s	Α	Recovery through pilot action in less than a futher	В
	Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	Α
	Behaviour immediately after releasing the accelerator while	Stable flight	Α	Stable flight	Α
22. Behaviou	r exiting a steep spiral				
	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 m/s		19 m/s	
23. Alternativ	ve means of directional control				
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	Α
24. Any other	r flight procedure and/or configuration described in the us				
,	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
Comments o		Tiot a tanabio	- 3		J
Janinenta U	Comments	no		no	
	Commonto	no			





Class:



www.sky-cz.com info@sky-cz.com

Accordance with **EN** standards **926-2:2005** & **926-1:2006**:

Date of issue (D.M.Y):

PG 036.2006 17.01.2007

AGLIDERS

MODEL: ANTEA M

Configuration during flight tests

Paraglider

Harness used for flight tests (maxi weight)

Maximum total weight in flight: 95 kg

Minimum total weight in flight: 75 kg

Brand name: Sky Paragliders

Model: Revel M

Weight of the paraglider:

5.1 kg

Model:

Seat to lowest part

A2 cm

Number of risers:

Seat to lowest part of risers distance:

Distance between top of connectors centerlines:

43 cm

Projected area: 21.74 m²

For detailed information regarding harness settings used for flight tests, please refer to flight tests reports.

Accessories

Range of the speed system:

17.5 cm

Range of trimmers:

No cm

Speed range using brakes:

13 km/h

Total speed range with accessories:

33 km/h

Inspections (whichever happens earlier):

12 months or 100 flights

Warning! before use refer to user 's manual.

Serial no:

Date of manufacturing:

Person or compagny having presented the glider for testing:

Alexandre Paux / CH-1066 Epalinges

Conformity tests according to EN 926-2:2005 & EN 926-1:2006 standards carried out by:

			- 7
A I R TURQUOISE	AIR TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland	AIR TURQUOISE Tel Tel 2 Fax email	00-41 (0) 79 202 52 30 00-41 (0) 78 694 65 66 00-41 (0) 21 965 65 66 info@airturquoise.ch www.cen.li
A B C D			

Manufacturer Sky Paragliders Address Okružní 39

Trimmer

73911 Frýdlant nad Ostravicí

Czech Republic Representive Alexandre Paux Type of glider Antea M not available

PG 036.2006 Certification number Date of flight test 13.01.2007 Villeneuve Place of test

> Alain Zoller Sky Para reverse 95 kg



Classification C

Test Pilot Claude Thurnheer Harness sup air light Total weight in flight 75 kg

		Min weight	Max weight	
1. Inflation/Ta		Min weight	wax weight	
	Rising behaviour	Smooth, easy and constant rising	Smooth, easy and constant rising	Α
	Special take off technique required	No A	No No	Α
2. Landing	Consist loading technique genuined	Nie	No	Α
3. Speed in st	Special landing technique required	No A	NO	А
J. Opecu III 3	Trim speed more than 30 km/h	Yes A	Yes	Α
	Speed range using the controls larger than 10 km/h	Yes A		Α
	Minimum speed	Less than 25 km/h	25 km/h to 30 km/h	В
4. Control mo				
	Max. weight in flight up to 80 kg	In control of the Con	and any Makila	_
	Symmetric control pressure/travel Max. weight in flight 80 kg to 100 kg	Increasing, Greater than 60 cm	not available	0
	Symmetric control pressure/travel	not available	0 Increasing, 45 cm to 60 cm	С
	Max. weight in flight greater than 100 kg	not available	inorcasing, 40 on to 00 on	Ŭ
	Symmetric control pressure/travel	not available	0 not available	0
5. Pitch stabi	ity exiting accelerated flight			
	Dive forward angle on exit	Dive forward less than 30°		Α
	Collapse occurs	No A	No No	A
6. Pitch stabi	lity operating controls during accelerated flight	No.	No	Α
7 Roll stabili	Collapse occurs by and damping	No A	No	~
IVOII SIADIII	Oscillations	Reducing A	Reducing	Α
8. Stability in	gentle spirals	,		
	Tendency to return to straight flight	Spontaneous exit	Spontaneous exit	Α
9. Behaviour	in a steeply banked turn			
	Sink rate after two turns	More than 14 m/s	More than 14 m/s	В
10. Symmetri	c front collapse	Dealing healthea they 459	Decking healt less than 45%	^
	Entry Recovery	Rocking back less than 45° Spontaneous in less than 3 s		A A
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course	The state of the s	В
	Cascade occurs	No A		A
	With accelerator			
	Entry	Rocking back greater than 45°	Rocking back less than 45°	Α
	Recovery	Spontaneous in less than 3 s		Α
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course		A
44 Fulkima da	Cascade occurs	No A	No No	Α
i i. Exiting de	ep stall (parachutal stall) Deep stall achieved	Yes A	Yes	Α
	Recovery	Spontaneous in less than 3 s		A
	Dive forward angle on exit	Dive forward 0°to 30°	•	Α
	Change of course	Changing course less than 45°	Changing course less than 45°	Α
	Cascade occurs	No A	No No	Α
12. High angl	e of attack recovery			
	Recovery	Spontaneous in less than 3 s		A
13. Recovery	Cascade occurs from a developed full stall	No A	N INO	A
. S. RODOVETY	Dive forward angle on exit	Dive forward 30°to 60°	Dive forward 30°to 60°	В
	Collapse	No collapse		A
	Cascade occurs (other than collapse)	No A	No .	Α
	Rocking back	Less than 45°		Α
	Line tension	Most line tight	Most line tight	A
14. Asymmet				
	With 50% collapse-Maximum dive forward or roll angle Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	Less than 90°, Dive or roll angle 15° to 45°	Α
	Re-inflation behaviour	Spontaneous re-inflation		A
	Total change of course	Less than 360°		A
	Collapse on the opposite side occurs	No A		Α
	Twist occurs	No A		Α
	Cascade occurs	No A	No No	Α
	With 75% collapse-Maximum dive forward or roll angle	000 to 4000 Phys are rell as 1, 200 to 200	000 to 4000 Pites annull	
	Change of course until re-inflation	90° to 180°, Dive or roll angle 60° to 90°	· · · · · · · · · · · · · · · · · · ·	В
	Re-inflation behaviour Total change of course	Spontaneous re-inflation Less than 360° A	'	A A
	Collapse on the opposite side occurs	No A		A
	Twist occurs	No A		A
	Cascade occurs	No A		A
	With 50% collapse and accelerator-Maximum dive forward or			
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°		В
	Re-inflation behaviour	Spontaneous re-inflation		Α
	Total change of course	Less than 360°		A
	Collapse on the opposite side occurs	No A	No No	Α

	Twist occurs	No		No	Α
	Cascade occurs	No	Α	No	Α
	With 75% collapse and accelerator-Maximum dive forward o				
	Change of course until re-inflation	90° to 180°, Dive or roll angle 60° to 90°	С	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	Α	No	Α
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	Α	No	Α
15. Directiona	al control with a maintained asymmetric 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 symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim spee	d spin tendency				
	Spin occurs	No	Α	No	Α
17. Low spee	d spin tendency				
	Spin occurs	No	Α	No	Α
18. Recovery	from a developed spin				
	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 sta	I				
	Change of course before release	Change of course less than 45°	Α	Change of 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					
ŭ	Entry procedure	Standard technique	Α	Standard technique	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 i	n accelerated flight				
ŭ	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Recovery through pilot action in less than a futher	В	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	Stable flight	Α	Stable flight	Α
22. Behaviou	r exiting a steep spiral				
	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]	18 m/s		17.5 m/s	
23. Alternativ	e means of directional control				
	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 us				
,	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
Comments of					
	Comments	no		no	





AIR TURQUOISE

Rue de la Poterlaz, 6 / Case postale 10 / 1844 Villeneuve / Switzerland Tel +41 (0)21 965 65 65 / Fax +41 (0)21 965 65 66 / Mobile +41 (0)79 202 52 30 E-Mail info@airturquoise.ch & www.cen.li

LOAD TEST REPORT EN 926-1:2006

The model describe hereafter is in conformity with the load and shock tests carried out by:

Air Turquoise, official test laboratory of Switzerland

Manufacturer:

Sky Paragliders

Model:

Antea

Type:

M

Maximum weight in flight:

153 kg

SHOCK TEST

1000 daN

The model had no appearances damage to question whether it's airworthiness.

MECHANICAL RESISTANCE TEST

The model had been tested to 8G of its total weight in flight during 3 sec.

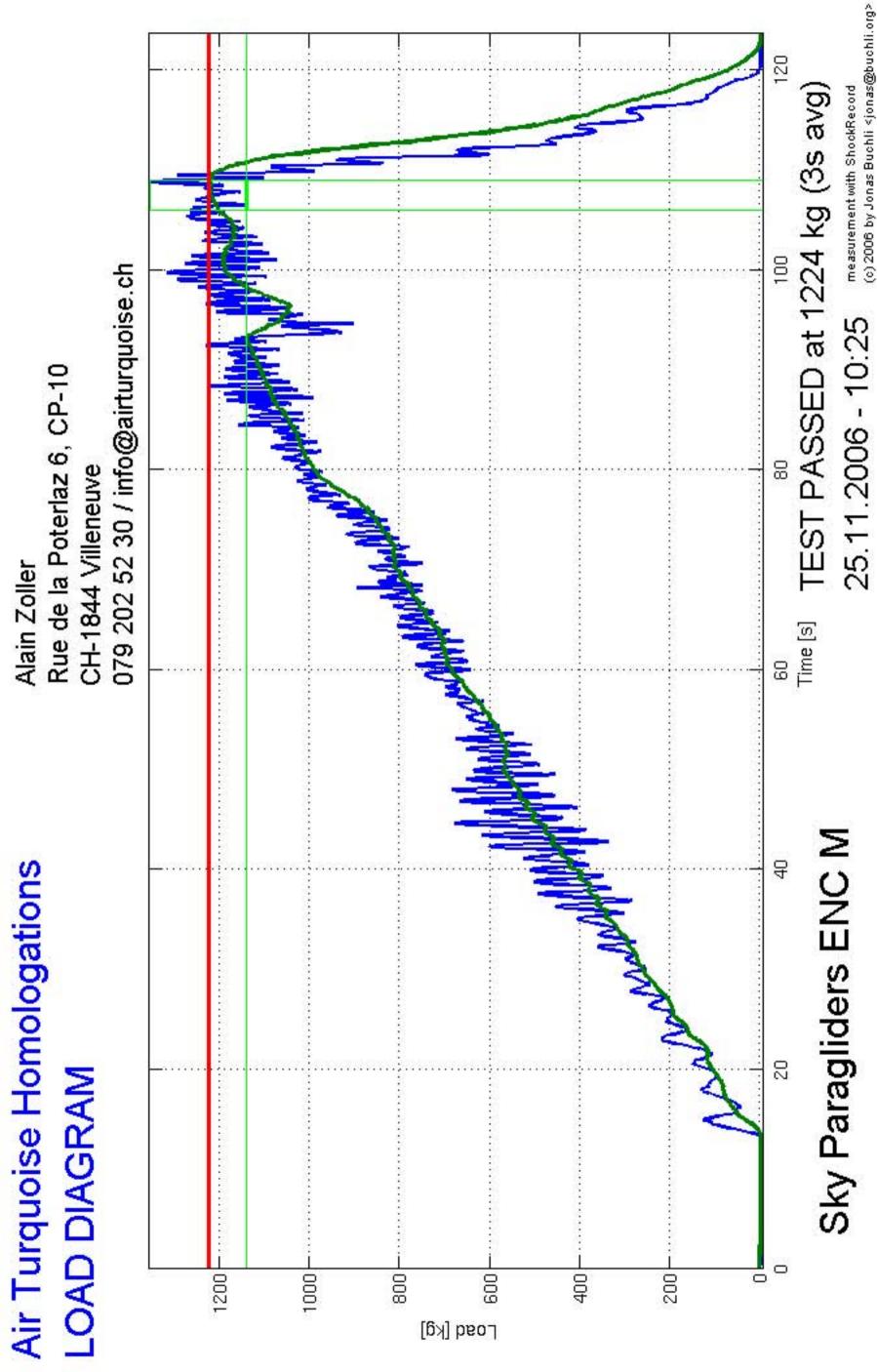
Villeneuve, November 25th, 2006

Randitiolism

Air Turquoise,

Alain Zoller / Randi Eriksen







Class:



www.sky-cz.com info@sky-cz.com

Accordance with **EN** standards **926-2:2005** & **926-1:2006**:

PG 035.2006

Date of issue (D.M.Y):

17.01.2007

MANUFACTURER:	SKY PARAGLIDERS
---------------	-----------------

MODEL: ANTEA L

Configuration during flight tests

Paraglider

Harness used for flight tests (maxi weight)

Maximum total weight in flight: 110 kg

Minimum total weight in flight: 90 kg

Weight of the paraglider: 5.3 kg

Number of risers: 4

Type: ABS

Brand name: Sky Paragliders

Model: Revel

Seat to lowest part of risers distance: 43 cm

Distance between top of connectors centerlines:

For detailed information regarding harness settings used for flight tests, please refer to flight tests reports.

Projected area: 23.29 m²

Accessories

Range of the speed system:

17.5 cm Range of trimmers: No cm

Speed range using brakes: 14 km/h Total speed range with accessories: 33 km/h

Inspections (whichever happens earlier):

12 months or 100 flights

Serial no:

Date of manufacturing:

Warning! before use refer to user 's manual.

Person or compagny having presented the glider for testing:

Paux Alexandre / CH-1066 Epalinges

Conformity tests according to EN 926-2:2005 & EN 926-1:2006 standards carried out by:

•			•
A I R TURQUOISE	AIR TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve Switzerland	AIR TURQUOISE Tel Tel 2 Fax email	00-41 (0) 79 202 52 30 00-41 (0) 78 694 65 66 00-41 (0) 21 965 65 66 info@airturquoise.ch www.cen.li
A B C D			

Manufacturer Sky Paragliders Address Okružní 39

73911 Frýdlant nad Ostravicí

Czech Republic Representive Alexandre Paux

Type of glider Antea L not available Trimmer

PG 035.2006 Certification number Date of flight test 20.12.06 Villeneuve Place of test



Classification C

Alain Zoller Gin - Genie 3 M 110 kg Test Pilot Claude Thurnheer Harness Genie III Total weight in flight 90 kg

		Min weight	Max weight	
1. Inflation/Ta		wiii weigiit	Max weight	
	Rising behaviour	Smooth, easy and constant rising A	. ,	Α
	Special take off technique required	No A	No	Α
2. Landing	Special landing technique required	No A	No	Α
3. Speed in st		,,	110	, ,
·	Trim speed more than 30 km/h	Yes	Yes	Α
	Speed range using the controls larger than 10 km/h	Yes A		Α
4. Combact man	Minimum speed	Less than 25 km/h A	Less than 25 km/h	Α
4. Control mo	vement Max. weight in flight up to 80 kg			
	Symmetric control pressure/travel	not available (not available	0
	Max. weight in flight 80 kg to 100 kg			
	Symmetric control pressure/travel	Increasing, 50 cm to 65 cm	not available	0
	Max. weight in flight greater than 100 kg Symmetric control pressure/travel	not available (Increasing, 50 cm to 65 cm	С
5. Pitch stabil	ity exiting accelerated flight	not available	micreasing, so cirr to 05 cirr	U
	Dive forward angle on exit	Dive forward less than 30° A	Dive forward less than 30°	Α
	Collapse occurs	No A	No	Α
6. Pitch stabil	ity operating controls during accelerated flight Collapse occurs	No A	No	Α
7. Roll stabilit	y and damping	NO A	NO	A
	Oscillations	Reducing	Reducing	Α
8. Stability in				
9 Rehaviour	Tendency to return to straight flight n a steeply banked turn	Spontaneous exit A	Spontaneous exit	Α
9. Dellaviour i	Sink rate after two turns	More than 14 m/s	More than 14 m/s	В
10. Symmetric	front collapse			
	Entry	Rocking back less than 45° A		С
	Recovery Dive forward angle on exit	Spontaneous in less than 3 s A Diversion and 08th 208 Keeping and 18		A B
	Cascade occurs	Dive foward 0°to 30°, Keeping course A No A	, , ,	A
	With accelerator	,,	, NO	^
	Entry	Rocking back less than 45° A	Rocking back less than 45°	Α
	Recovery	Spontaneous in less than 3 s		Α
	Dive forward angle on exit Cascade occurs	Dive foward 0°to 30°, Keeping course A No A	, , ,	B A
11. Exiting de	ep stall (parachutal stall)	NO A	NO	
_	Deep stall achieved	Yes		Α
	Recovery	Spontaneous in less than 3 s		Α
	Dive forward angle on exit Change of course	Dive forward 0°to 30° A Changing course less than 45° A		A A
	Cascade occurs	No A		A
12. High angle	e of attack recovery			
	Recovery	Spontaneous in less than 3 s	· ·	Α
42 December	Cascade occurs	No A	No	Α
is. Recovery	from a developed full stall Dive forward angle on exit	Dive forward 30°to 60° B	Dive forward 30°to 60°	В
	Collapse	No collapse A	No collapse	A
	Cascade occurs (other than collapse)	No A	No	Α
	Rocking back	Less than 45° A		A
14. Asymmetr	Line tension	Most line tight A	Most line tight	Α
. 4. Asymmetr	With 50% collapse-Maximum dive forward or roll angle			
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45° A	Less than 90°, Dive or roll angle 15° to 45°	Α
	Re-inflation behaviour	Spontaneous re-inflation A	· ·	Α
	Total change of course	Less than 360° A No A		A A
	Collapse on the opposite side occurs Twist occurs	No A	No No	A
	Cascade occurs	No A		Α
	With 75% collapse-Maximum dive forward or roll angle			
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45° A Spontageous reliation	,	В
	Re-inflation behaviour Total change of course	Spontaneous re-inflation A Less than 360° A	Spontaneous re-inflation Less than 360°	A A
	Collapse on the opposite side occurs	No A		A
	Twist occurs	No A	. No	Α
	Cascade occurs	No A	No	Α
	With 50% collapse and accelerator-Maximum dive forward or		Loca than 00° Divo or rell and 45° to 45°	^
	Change of course until re-inflation Re-inflation behaviour	Less than 90°, Dive or roll angle 15° to 45° Spontaneous re-inflation A		A A
	Total change of course	Less than 360° A		A
	Collapse on the opposite side occurs	No A		Α

	-			N	
	Twist occurs	No		No	A
	Cascade occurs	No	Α	No	Α
	With 75% collapse and accelerator-Maximum dive forward o			000 t 1000 Bt	_
	Change of course until re-inflation	90° to 180°, Dive or roll angle 15° to 45°	В	90° to 180°, Dive or roll angle 60° to 90°	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	No	Α	Yes, no turn reversal	С
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	Α	No	Α
15. Direction	nal control with a maintained asymmetric 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 symmetric control travel	Α	25 % to 50 % of the symmetric control travel	С
16. Trim spe	eed spin tendency				
	Spin occurs	No	Α	No	Α
17. Low spe	ed spin tendency				
	Spin occurs	No	Α	No	Α
18. Recover	y from a developed spin				
	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 st	all				
	Change of course before release	Change of course less than 45°	Α	Change of 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					
	Entry procedure	Standard technique	Α	Standard technique	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				
_	Entry procedure	Standard technique	Α	Standard technique	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Recovery through pilot action in less than a futher	В	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	Stable flight	Α	Stable flight	Α
22. Behavio	ur exiting a steep spiral				
	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]	18 m/s		18 m/s	
23. Alternat	ive means of directional control				
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	Α
24. Any other	er flight procedure and/or configuration described in the us	er's manual			
,	Procedure works as described	not available	0	not available	(
	Procedure suitable for novice pilots	not available	0	not available	Ò
	Cascade occurs	not available	0	not available	Ò
Comments	of test pilot				
	Comments	no		no	





Class: C



www.sky-cz.com info@sky-cz.com

Accordance with **EN** standards **926-2:2005** & **926-1:1995**:

Date of issue (D.M.Y):

PG 057.2007 02.03.2007

MANUFACTURER:	SKY PARAGLIDERS
---------------	-----------------

MODEL: ANTEA XL

Configuration during flight tests

Paraglider

Harness used for flight tests (maxi weight)

ABS Type: Maximum total weight in flight: 130 kg Brand name: **Sky Paragliders** Minimum total weight in flight: 105 kg **Axel XL** Model: Weight of the paraglider: 5.6 kg Seat to lowest part of risers distance: 49 cm Number of risers: Distance between top of connectors centerlines: 48 cm Projected area: \mathbf{m}^{2} 25.19

For detailed information regarding harness settings used for flight tests, please refer to flight tests reports.

Accessories

Range of the speed system:	17.5	5 cm	Ran	ge of trimmers:	No	cm	
Speed range using brakes:	14	km/h	Tota	ll speed range with essories:	33	km/h	
Inspections (whichever happ	oens ear	lier):					
12 months or 100 flights			Serial no:				
Warning! before use refer to user 's manual.			al.	Date of manufacturing:			
Person or compagny having presented the glider for testing: Alexandre Paux / CH-1066 Epalinges							

Conformity tests according to EN 926-2:2005 & EN 926-1:1995 standards carried out by:

AIR TURQUOISE Rue de la Poterlaz, 6 Case postale 10 1844 Villeneuve AIR TURQUOISE Tel 00-41 (0) 79 202 52 Tel 2 00-41 (0) 78 694 65 Fax 00-41 (0) 21 965 65 email info@airturquoise.cl	65 66 65 66
A I R Switzerland www.cen.li	
A X X X X X X X X X X X X X X X X X X X	

Manufacturer Sky Paragliders

Address Okružní 39

73911 Frýdlant nad Ostravicí

Czech Republic

Representive None
Type of glider Antea XL
Trimmer not available

 Certification number
 PG 057.2007

 Date of flight test
 22.02.2007

 Place of test
 Villeneuve



Classification C

Test Pilot Claude Thurnheer Alain Zoller
Harness Gin Genie III M Sol - Slider L
Total weight in flight 105 kg 130 kg

		Min weight	Max weight	
1. Inflation/Ta		wiii weigiit	Max weight	
	Rising behaviour	Smooth, easy and constant rising A	Smooth, easy and constant rising	Α
	Special take off technique required	No A	. No	Α
2. Landing	Special landing technique required	No A	. No	Α
3. Speed in st		NO A	NO NO	_
	Trim speed more than 30 km/h	Yes	Yes	Α
	Speed range using the controls larger than 10 km/h	Yes		Α
4.0	Minimum speed	Less than 25 km/h	Less than 25 km/h	Α
4. Control mo	Max. weight in flight up to 80 kg			
	Symmetric control pressure/travel	not available	not available	0
	Max. weight in flight 80 kg to 100 kg			
	Symmetric control pressure/travel	not available	not available	0
	Max. weight in flight greater than 100 kg Symmetric control pressure/travel	Increasing, Greater than 65 cm	Increasing, 50 cm to 65 cm	С
5. Pitch stabil	ity exiting accelerated flight	more adming, Greater than 60 cm	includeding, or our to be our	Ū
	Dive forward angle on exit	Dive forward less than 30° A		Α
	Collapse occurs	No A	No	Α
b. Pitch stabil	ity operating controls during accelerated flight Collapse occurs	No A	. No	Α
7. Roll stabilit	y and damping			
	Oscillations	Reducing A	Reducing	Α
8. Stability in		Constant out	Sporton and suit	
9 Rehaviour i	Tendency to return to straight flight n a steeply banked turn	Spontaneous exit A	Spontaneous exit	Α
o. Denaviour	Sink rate after two turns	More than 14 m/s	More than 14 m/s	В
10. Symmetric	front collapse			
	Entry	Rocking back less than 45° A	<u> </u>	Α
	Recovery	Spontaneous in less than 3 s		A
	Dive forward angle on exit Cascade occurs	Dive foward 0°to 30°, Keeping course A No A	, , ,	A A
	With accelerator	NO	1100	^
	Entry	Rocking back less than 45° A	Rocking back less than 45°	Α
	Recovery	Spontaneous in less than 3 s		Α
	Dive forward angle on exit	Dive foward 0°to 30°, Keeping course		A
11 Eviting de	Cascade occurs ep stall (parachutal stall)	No A	No	Α
11. Exiting de	Deep stall achieved	Yes	Yes	Α
	Recovery	Spontaneous in less than 3 s		Α
	Dive forward angle on exit	Dive forward 0°to 30°		Α
	Change of course	Changing course less than 45° A	0 0	A
12 High angle	Cascade occurs e of attack recovery	No A	No	Α
12. riigii diigi	Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s	Α
	Cascade occurs	No A	The state of the s	Α
13. Recovery	from a developed full stall	D: (1000: 000	B: (1000 000	
	Dive forward angle on exit	Dive forward 30°to 60° No collapse A		В
	Collapse Cascade occurs (other than collapse)	No collapse A No A		A A
	Rocking back	Less than 45° A		A
	Line tension	Most line tight	Most line tight	Α
14. Asymmetr				
	With 50% collapse-Maximum dive forward or roll angle Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45°	Less than 90° Dive or roll angle 0° to 15°	Α
	Re-inflation behaviour	Spontaneous re-inflation A	· · · · · · · · · · · · · · · · · · ·	A
	Total change of course	Less than 360° A	The state of the s	Α
	Collapse on the opposite side occurs	No A	No	Α
	Twist occurs	No A	No No	Α
	Cascade occurs With 75% collapse-Maximum dive forward or roll angle	No A	No	Α
	Change of course until re-inflation	90° to 180°, Dive or roll angle 15° to 45°	Less than 90°, Dive or roll angle 15° to 45°	Α
	Re-inflation behaviour	Spontaneous re-inflation A		A
	Total change of course	Less than 360° A	Less than 360°	Α
	Collapse on the opposite side occurs	No A		Α
	Twist occurs	No A		A
	Cascade occurs With 50% collapse and accelerator-Maximum dive forward or	No A	No	Α
	Change of course until re-inflation	Less than 90°, Dive or roll angle 15° to 45° A	90° to 180°, Dive or roll angle 15° to 45°	В
	Re-inflation behaviour	Spontaneous re-inflation A		A
	Total change of course	Less than 360° A	Less than 360°	Α
	Collapse on the opposite side occurs	No A	No No	Α

	Total	N.	۸	NI-	^
	Twist occurs	No		No	A
	Cascade occurs	No	А	No	Α
	With 75% collapse and accelerator-Maximum dive forward o		_	000 to 4000 Diverse and and 450 to 000	_
	Change of course until re-inflation	90° to 180°, Dive or roll angle 45° to 60°	С	90° to 180°, Dive or roll angle 45° 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	No	Α	No	Α
	Twist occurs	No	Α	No	Α
	Cascade occurs	No	Α	No	Α
15. Direction	nal control with a maintained asymmetric 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 symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim spe	eed spin tendency				
	Spin occurs	No	Α	No	Α
17. Low spe	ed spin tendency				
	Spin occurs	No	Α	No	Α
18. Recover	y from a developed spin				
	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 st	all				
	Change of course before release	Change of course less than 45°	Α	Change of 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					
	Entry procedure	Standard technique	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				
	Entry procedure	Standard technique	Α	Dedicated controls	Α
	Behaviour during big ears	Stable flight	Α	Stable flight	Α
	Recovery	Recovery through pilot action in less than a futher	В	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	Stable flight	Α	Stable flight	Α
22. Behavio	ur exiting a steep spiral				
	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]	18 m/s		21 m/s	
23. Alternati	ve means of directional control				
	180° turn achievable in 20 s	Yes	Α	Yes	Α
	Stall or spin occurs	No	Α	No	Α
24. Any other	er flight procedure and/or configuration described in the us	er's manual			
	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
Comments					
	the state of the s				
	Comments	no		no	

