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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: A

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

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1485.2019

30.11.-0001

Sky Paragliders a.s.

Gaia 2 M

1961-11-1402

Configuration during flight tests

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)	4.4	Total speed range with accessories (km/h)	22
Number of risers	4	Range of trimmers (cm)	0
Projected area (m2)	22.37		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	evey 12 months or every 100 flying hours	
Harness brand	Gin Gliders	Warning! Before use refer to user's manual	
Harness model	Hamak M	Person or company having presented the glider for testing: None	
Harness to risers distance (cm)	43		
Distance between risers (cm)	44		

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Paraglider inspection certificate

Inspection certificate number:

PG_1486.2019

Manufacturer data

Manufacturer name:

Sky Paragliders a.s.

Representative

Michal Sotek

Street:

Okruzni 39

Post code / place:

73911 Frydlant n.O.

Country:

Czech Republic

Sample data

Name:

Gaia 2

Size:

L

Min weight in flight [kg]:

88

Max weight in flight [kg]:

Weight [kg]:

4.7

Number of seat:

Single-seater

Sample load serial number:

n/a

Date of reception: Date of reception: n/a

Sample flight serial number :

1961-11-1389

27.11.2017

Test report summary

Result

Place

Test done on size XL, inspection PG_1482.2019

Date of test

71.8.3 | Shock loading test: 71.8.3 | Sustained loading test:

Test done on size XL, inspection PG 1482.2019

30.04.2019 30.04.2019

71.8.2 | Flight test:

Villeneuve

27.11.2014 15.01.2015

71.4.3 | Measurement: 71.6.3 | Line bending test: POSITIVE POSITIVE Villeneuve Villeneuve

07.05.2019

Issue data

Place of declaration:

Date of issue:

Villeneuve

Managing Director:

Signature:

07.05.2019 Alain Zoller

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards: EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

The declaration must not be reproduced in part without the written permission of Air Turquoise SA.

DC | Rev 16 | 05.01.2018 ISO 71.8.1

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: A

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

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1486.2019

30.11.-0001

Sky Paragliders a.s.

Gaia 2 L

1961-11-1389

Configuration during flight tests

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)	4.7	Total speed range with accessories (km/h)	22			
Number of risers	4	Range of trimmers (cm)	0			
Projected area (m2)	24.08					
Harness used for testing (max weight)		Inspections (whichever happens first)				
Harness type	ABS	evey 12 months or every 100 flying hours				
Harness brand	Supair	Warning! Before use refer to user's manual				
Harness model Access M Person or company having presented the glider for testing: None		Person or company having presented the glider for testing: None				
Harness to risers distance (cm)	41					
Distance between risers (cm)	48					

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Paraglider inspection certificate

Inspection certificate number:

PG 1487.2019

Manufacturer data

Manufacturer name:

Sky Paragliders a.s.

Representative

Michal Sotek

Street:

Okruzni 39

Post code / place:

73911 Frydlant n.O.

Country:

Czech Republic

Sample data

Name:

Gaia 2

Size:

XL

Min weight in flight [kg]:

102

Max weight in flight [kg]:

130

Weight [kg]:

5.1

Number of seat:

Single-seater

Sample load serial number:

11-0722

Date of reception:

30.04.2019

Sample flight serial number :

1961-11-1392

Date of reception:

15.12.2014

Test report summary

Result POSITIVE Place

Date of test

71.8.3 | Shock loading test: 71.8.3 | Sustained loading test:

Yverdon(airport) Yverdon(airport) 30.04.2019 30.04.2019

71.8.2 | Flight test:

Villeneuve

15.12.2014

71.4.3 | Measurement:

POSITIVE

Villeneuve Villeneuve 15.01.2015

71.6.3 | Line bending test:

POSITIVE

POSITIVE

07.05.2019

Issue data

Place of declaration:

Villeneuve

Date of issue:

07.05.2019

Managing Director:

Alain Zoller

Signature:

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards: EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

The declaration must not be reproduced in part without the written permission of Air Turquoise SA.

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: A

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

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1487.2019

30.11.-0001

Sky Paragliders a.s.

Gaia 2 XL

1961-11-1392

Configuration during flight tests

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)	5.1	Total speed range with accessories (km/h)	22
Number of risers	4	Range of trimmers (cm)	0
Projected area (m2)	26.05		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	evey 12 months or every 100 flying hours	
Harness brand	Niviuk	Warning! Before use refer to user's manual	
Harness model	Hamak XL	Person or company having presented the glider for testing: None	
Harness to risers distance (cm)	43		
Distance between risers (cm)	48		

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Paragliders Shock- and sustained loading test

Inspection certificat number: PG_1487.2019 Test Report

Manufacturer data

Manufacturer name: Sky Paragliders a.s.
Representative: Michal Sotek
Street: Okruzni 39

Post code / place: 73911 Frydlant n.O.
Country: Czech Republic

Sample data

 Name:
 Gaia 2

 Size:
 XL

 Maximum weight in flight [kg]:
 130

 Serial number:
 11-0722

 Date of reception:
 30.04.2019

Test data Test Atmosphere AGL

 Place of test:
 Yverdon (airport)
 4
 [°C]

 Date of test:
 30.04.2019
 67
 RH [%]

 Inspector:
 Alain Zoller
 968.1
 [hPA]

 0.1
 Wind [m/s]

Shock loading test result (1)

Weak link used [daN]: 1000

Visual inspection: No visible damage Results: POSITIVE

Uncertainty k=2 [%] (2) **10**

Weak link



Instruments	Validity	Manufacturer	s/n
Weak link	2020	Tost	n/a
Cable	29.10.2023	Rotex	n/a
Geos n° 11 Skywatch	08.05.2020	JDC elec.	22

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Inspection certificate number: PG_1487.2019

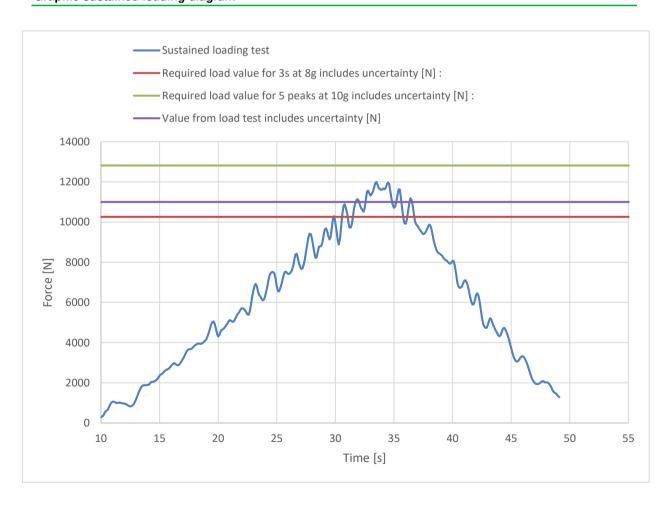
Sustained loading test results (3)

Result: POSITIVE
Calculated max load value with 3 sec or five peaks [kg]: 140.11

Required sustained loading test results⁽⁴⁾

Required load value for 3s at 8g [N]: 10202.40 Required load value for 5 peaks at 10g [N]: 12753.00 Required load value for 3s at 8g includes uncertainty [N]: 10260.84 Required load value for 5 peaks at 10g includes uncertainty [N]: 12811.44 Uncertainty K=2 [%]: 0.487

Graphic sustained loading diagram



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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Inspection certificate number: PG_1487.2019

Detailed sustained loading test results

Calculated cumulative duration at max load [s]: 3.3

Calculated max load value duration of 3 sec. [N]:

Calculated max load value duration of 3 sec. [kg]:

140.11

Calculated max load value with five peaks [N]:

Calculated max load value with five peaks [kg]:

n/a

Calculated max load value with five peaks [kg]:

Calculated max load value with 3 sec or five peaks [N]: 1374.44
Calculated max load value with 3 sec or five peaks [kg]: 140.11

Instruments	Manufacturer	Type nr.	S/N
Load sensor	НВМ	1-S9M/50KN-1	31314652
Geos n°11 Skywatch	JDC	Geos nº 11	0022

The validation of this test report is given by the signature of the test manager on inspection certificate 71.8.1

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the standards EN 926-1:2015 chapter 4.4, 4.5 | LTF

NFL II-91/09 chapter 3

A controller is positioned on the tow vehicle in order to operate the paraglider control lines to stabilize the wing.

The speed of the vehicle is increased as gradually as possible, enabling the controller to obtain satisfactory stabilisation of the flight path of the paraglider.

When the paraglider has stabilized, the speed is increased gradually until either:

⁽¹⁾ The paraglider is subjected to a shock load . Shock load is limited using a weak link according to the weight range of glider. The weak link breaks or 5 s has elapsed since the start of the shock load. The wing is then visually inspected for damage.

⁽²⁾ Weak link value include the uncertainty for weight range test values / The uncertainty state is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.

⁽³⁾ The test specimen (sample) is attached to the electronic sensors on the tow vehicle.

a) the measured load exceeds a load factor of eight times the maximum total weight in flight recommended by the manufacturer, for a minimum cumulative duration of 3 s; or

b) five peaks separated by at least 0,3 s are obtained above ten times the maximum total weight in flight recommended by the manufacturer, in one run.

⁽⁴⁾ The calculated value include the value minus the uncertainty / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measurand lies within the assigned range of values with a probability of 95%.

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1486.2019	
Address	Okruzní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test	2	7.11.2014	
Glider model	Gaia 2 L	Classification	Δ		
Serial number	1961-11-1389	Representative		lone	
		Place of test		/illeneuve	
Trimmer	no	Place of test	V	rillerleuve	
Folding lines used	no				
Test pilot		Claude Thurnheer	Δ	Main Zoller	
Harness		Gin Gliders - Gingo 2 L	S	Supair - Access M	
Harness to risers d	listance (cm)	43	4	1	
Distance between i	, ,	44	-	8	
	• •				
Total weight in fligi	nt (kg)	88	ı	12	
1. Inflation/Take-off		A			
Rising behaviour		Smooth, easy and constant rising	Α	Smooth, easy and constant rising	Α
Special take off technique	e required	No	Α	No	Α
2. Landing		Α			
Special landing technique	·	No	Α	No	Α
3. Speed in straight flight		A			
Trim speed more than 30		Yes	Α	Yes	Α
	ontrols larger than 10 km/h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement		Α			
Max. weight in flight up					
Symmetric control pressu		not available	0	not available	0
Max. weight in flight 80		la con a sia a / ana ata a tha a 20 ana		and accellable	•
Symmetric control pressu		Increasing / greater than 60 cm	Α	not available	0
Max. weight in flight gre		nat available	0	In any aging / supplies the sp. CF. any	^
Symmetric control pressu		not available	0	Increasing / greater than 65 cm	Α
5. Pitch stability exiting		A Dive fearuard less than 20°	۸	Dive ferward less than 20°	^
Dive forward angle on exi	Ц	Dive forward less than 30° No	A	Dive forward less than 30°	A
·	ng controls during accelerated	A	Α	No	Α
flight Collapse occurs		No	Α	No	Α
7. Roll stability and dam	nning	A	, ·		, ,
Oscillations	.pg	Reducing	Α	Reducing	Α
8. Stability in gentle spi	rals	A		readoning	
Tendency to return to stra		Spontaneous exit	Α	Spontaneous exit	Α
<u> </u>	ully developed spiral dive	A			
Initial response of glider (Immediate reduction of rate of turn	Α	Immediate reduction of rate of turn	Α
Tendency to return to stra		Spontaneous exit (g force decreasing, rate of turn decreasing)	Α	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α
Turn angle to recover nor	mal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front coll	lapse	A			
Approximately 30 % cho	ord	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	NO		NO	
	Dealing healt loss than 45°	٨	Docking book loss than 45°	٨
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
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		NO	
		۸	Vac	٨
Deep stall achieved	Yes	A	Yes	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	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	Α			
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	Α			
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	Α			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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	Α	No (or only a small number of	Α
collapse on the opposite side cooding	collapsed cells with a spontaneous reinflation)	,,	collapsed cells with a spontaneous reinflation)	,,
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
Large 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	Α
roll angle	15° to 45°		15° to 45°	
Re-inflation behaviour	Spontaneous re-inflation	Α.	Spontaneous re-inflation	A
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 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 (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	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	
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 symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim speed spin tendency	Α			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	Α			
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	Α			
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	A
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	A	^	Dive lorward 0 to 30	
Entry procedure	Dedicated controls	۸	Dedicated controls	Λ
		A A	Stable flight	A
Behaviour during big ears	Stable flight		· · · · · · · · · · · · · · · · · · ·	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Alternative means of directional control	A	_		
180° turn achievable in 20 s	Yes	Α.	Yes	A
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

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



9					
Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1485.2019	
Address	Okruzní 39	Flight test	2	7.11.2014	
	73911 Frýdlant nad				
	Ostravicí Czech Republic				
Glider model	Gaia 2 M	Classification	Δ		
Serial number	1961-11-1402	Representative		lone	
		·			
Trimmer	no	Place of test	V	'illeneuve	
Folding lines used	no				
Test pilot		Philippe Dupont	C	Claude Thurnheer	
Harness		Supair - Access M	C	Gin Gliders - Hamak M	
Harness to risers d	listance (cm)	41	4	3	
Distance between i	• •	40	4	4	
Total weight in flig	` '	73	-	7	
	(ng)		3		
1. Inflation/Take-off		A			
Rising behaviour		Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique	e required	No	Α	No	Α
2. Landing		A Na		No	
Special landing technique	•	No	Α	No	Α
3. Speed in straight flight		A Van	^	Van	
Trim speed more than 30		Yes Yes	A	Yes Yes	A
Minimum speed	ontrols larger than 10 km/h	Less than 25 km/h	A A	Less than 25 km/h	A A
4. Control movement		A	^	Less than 23 km/m	^
Max. weight in flight up	to 80 kg	^			
Symmetric control pressu		Increasing / greater than 55 cm	Α	not available	0
Max. weight in flight 80		more dening / greater than ee em		not available	Ü
Symmetric control pressu		not available	0	Increasing / greater than 60 cm	Α
Max. weight in flight gre				3 3	
Symmetric control pressu		not available	0	not available	0
5. Pitch stability exiting		Α			
Dive forward angle on ex		Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs		No		No	Α
6. Pitch stability operati	ng controls during accelerated	Α			
Collapse occurs		No	Α	No	Α
7. Roll stability and dam	nping	Α			
Oscillations		Reducing	Α	Reducing	Α
8. Stability in gentle spi	rals	Α			
Tendency to return to stra	aight flight	Spontaneous exit	Α	Spontaneous exit	Α
9. Behaviour exiting a fi	ully developed spiral dive	Α			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	Α	Immediate reduction of rate of turn	Α
Tendency to return to stra	aight 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 nor	mal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front col	lapse	A			
Approximately 30 % che	ord	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	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		-	
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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	
Large asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45°	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	
Small asymmetric collapse with fully activated accelerator				
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	0° to 15°		15° to 45°	
	0° to 15° Spontaneous re-inflation Less than 360°	A A	15° to 45° Spontaneous re-inflation Less than 360°	A 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	
Large 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 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	
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 symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim speed spin tendency	Α			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	Α			
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	Α			
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	Δ			
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	A
Recovery	Spontaneous in less than 3 s	Α	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	Α	Dive forward 0° to 30°	A
21. Big ears in accelerated flight	A	^	Dive lorward 0 to 30	
Entry procedure	Dedicated controls	۸	Dedicated controls	Α
		Α		
Behaviour during big ears	Stable flight	A	Stable flight	A
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Α	Stable flight	Α
22. Alternative means of directional control	A	_		
180° turn achievable in 20 s	Yes	Α.	Yes	A
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

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1484.2019	
Address	Okruzní 39 73911 Frýdlant nad	Flight test	1	0.12.2014	
	Ostravicí Czech Republic				
Glider model	Gaia 2 S	Classification	Δ	1	
Serial number	1961-11-1391	Representative	N	lone	
Trimmer		Place of test		/illeneuve	
_	no	Flace of lest	V	illerieuve	
Folding lines used	no				
Test pilot		Seiko Fukuoka	C	Claude Thurnheer	
Harness		Supair - Altiplume S	Ν	liviuk - Hamak M	
Harness to risers di	istance (cm)	41	4	4	
Distance between r	isers (cm)	40	4	4	
Total weight in fligh	` '	59	8	2	
	·· (··9)			_	
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		No	Α	No	Α
3. Speed in straight fligh		A			
Trim speed more than 30		Yes	A	Yes	Α
Speed range using the con	ntrols larger than 10 km/h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	1- 00 l	A			
Max. weight in flight up t		la anno alia a / anno atau tha an EE ann		and available	•
Symmetric control pressur		Increasing / greater than 55 cm	Α	not available	0
Max. weight in flight 80 k	<u> </u>	not eveilable	0	Increasing / greater than 60 cm	۸
Symmetric control pressur		not available	0	Increasing / greater than 60 cm	Α
Max. weight in flight great Symmetric control pressure		not available	0	not available	0
,		A	0	not available	0
5. Pitch stability exiting a			۸	Dive ferward less than 20°	۸
Dive forward angle on exit Collapse occurs		Dive forward less than 30° No		Dive forward less than 30° No	A
6. Pitch stability operating	ng controls during accelerated	A		NO	А
flight Collapse occurs		No	۸	No	Α
7. Roll stability and dam	ning	A	^	NO .	^
Oscillations	ping	Reducing	Δ	Reducing	Α
8. Stability in gentle spir	als	A		reducing	
Tendency to return to stra		Spontaneous exit	Α	Spontaneous exit	Α
	lly developed spiral dive	A		Spermanious San	
Initial response of glider (f		Immediate reduction of rate of turn	Α	Immediate reduction of rate of turn	Α
Tendency to return to stra		Spontaneous exit (g force decreasing, rate of turn decreasing)	Α	Spontaneous exit (g force decreasing, rate of turn decreasing)	Α
Turn angle to recover norr	mal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10. Symmetric front colla	apse	A			
Approximately 30 % cho		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	NO		NO	
	Dealing healt loss than 45°	۸	Docking book loss than 45°	٨
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	Spontaneous in less than 3 s	Α.	Spontaneous in less than 3 s	A
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			
	Yes	٨	Yes	۸
Deep stall achieved		A		Α
Recovery	Spontaneous in less than 3 s	A	Spontaneous in less than 3 s	A
Dive forward angle on exit	Dive forward 0° to 30°	A	Dive forward 0° to 30°	A
Change of course	Changing course less than 45°	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	Α			
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		-	
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15°	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	Α	No (or only a small number of	Α
Conapse on the opposite side occurs	collapsed cells with a spontaneous reinflation)	٨	collapsed cells with a spontaneous reinflation)	^
Twist occurs	No	Α	No	Α
Cascade occurs	No	Α	No	Α
Folding lines used	No		No	
Large 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	Α
roll angle	15° to 45°		15° to 45°	
Re-inflation behaviour	Spontaneous re-inflation	A	Spontaneous re-inflation	A
Total change of course	Less than 360°	Α.	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	
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 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 (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	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	
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 symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
16. Trim speed spin tendency	Α			
Spin occurs	No	Α	No	Α
17. Low speed spin tendency	Α			
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	Α			
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
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	- / \	Bive lorward of to co	,,
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	A
			Spontaneous in less than 3 s	
Recovery Dive forward angle on evit	Spontaneous in less than 3 s Dive forward 0° to 30°	Α	Dive forward 0° to 30°	A
Dive forward angle on exit Behaviour immediately after releasing the accelerator while	Stable flight	Α	Stable flight	A
maintaining big ears	, and the second	Α	Stable liight	Α
22. Alternative means of directional control	A		Vaa	
180° turn achievable in 20 s	Yes	A	Yes	A
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

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Manufacturer	Sky Paragliders a.s.	Certification number	F	PG_1487.2019	
Address	Okruzní 39 73911 Frýdlant nad Ostravicí Czech Republic	Flight test			
Glider model	Gaia 2 XL	Classification	A	\	
Serial number	1961-11-1392	Representative	Ν	lone	
Trimmer	no	Place of test		/illeneuve	
Folding lines used	no	race or test	v	illerieuve	
rolaling lines asea	110				
Test pilot		Alain Zoller			
Harness		Supair - Access M	Ν	liviuk - Hamak XL	
Harness to risers di	istance (cm)	41	4	3	
Distance between r	• •	46	4	8	
Total weight in fligh	` '	102	130		
Total Weight in high	it (kg)	102	'	30	
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	•	No	Α	No	Α
3. Speed in straight fligh		A			
Trim speed more than 30		Yes	Α	Yes	Α
Speed range using the co	ntrols larger than 10 km/h	Yes	A	Yes	A
Minimum speed		Less than 25 km/h	Α	Less than 25 km/h	Α
4. Control movement	00 km	Α			
Max. weight in flight up t		net eveilable	0	not available	0
Symmetric control pressur Max. weight in flight 80 k		not available	0	not available	0
Symmetric control pressur		not available	0	not available	0
Max. weight in flight great		not available	U	not available	U
Symmetric control pressur	_	Increasing / greater than 65 cm	Α	Increasing / greater than 65 cm	Α
5. Pitch stability exiting		A		more doing / greater than 60 on	,,
Dive forward angle on exit		Dive forward less than 30°	Α	Dive forward less than 30°	Α
Collapse occurs		No	Α		Α
	ng controls during accelerated	Α			
Collapse occurs		No	Α	No	Α
7. Roll stability and dam	ping	Α			
Oscillations		Reducing	Α	Reducing	Α
8. Stability in gentle spir	als	Α			
Tendency to return to stra		Spontaneous exit	Α	Spontaneous exit	Α
	lly developed spiral dive	A			
Initial response of glider (f		Immediate reduction of rate of turn	Α	Immediate reduction of rate of turn	A
Tendency to return to stra		Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover norr	nal flight	Less than 720°, spontaneous recovery	Α	Less than 720°, spontaneous recovery	Α
10.0 11.5 1		A			
10. Symmetric front colla	apse	A			
Approximately 30 % cho		Rocking back less than 45°	Α	Rocking back less than 45°	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	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			
Small asymmetric collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / 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 (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				
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	
Small asymmetric collapse with fully activated accelerator				
Change of course until re-inflation / Maximum dive forward or	Less than 90° / Dive or roll angle 0° to 15°	Α	Less than 90° / Dive or roll angle 0° to 15°	Α
roll angle	0 10 13			
roll angle Re-inflation behaviour Total change of course	Spontaneous re-inflation	Α	Spontaneous re-inflation 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	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	
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 symmetric control travel	Α	More than 50 % of the symmetric control travel	Α
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	Α			
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
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	- / \	Bive lorward of to co	,,
Entry procedure	Dedicated controls	Α	Dedicated controls	Α
Behaviour during big ears	Stable flight	Α	Stable flight	A
			Spontaneous in less than 3 s	
Recovery Dive forward angle on evit	Spontaneous in less than 3 s Dive forward 0° to 30°	Α	Dive forward 0° to 30°	A
Dive forward angle on exit Behaviour immediately after releasing the accelerator while	Stable flight	Α	Stable flight	A
maintaining big ears	, and the second	Α	Stable liight	Α
22. Alternative means of directional control	A		Vaa	
180° turn achievable in 20 s	Yes	A	Yes	A
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

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Paraglider inspection certificate

Inspection certificate number:

PG 1484.2019

Manufacturer data

Manufacturer name:

Sky Paragliders a.s.

Representative

Michal Sotek

Street:

Okruzni 39

Post code / place:

73911 Frydlant n.O.

Country:

Czech Republic

Sample data

Name:

Gaia 2

Size:

58 Max weight in flight [kg]: Min weight in flight [kg]:

S 82

Weight [kg]:

4.2

Number of seat:

Single-seater

Sample load serial number: Sample flight serial number : n/a

Date of reception: Date of reception:

10.12.2014

Test report summary

Result

1961-11-1391

Place

Date of test

71.8.3 | Shock loading test:

71.8.3 | Sustained loading test:

Test done on size XL, inspection PG 1482.2019 Test done on size XL, inspection PG_1482.2019 30.04.2019 30.04.2019

71.8.2 | Flight test:

Villeneuve

10.12.2014

71.4.3 | Measurement: 71.6.3 | Line bending test: **POSITIVE** POSITIVE Villeneuve Villeneuve 15.01.2015 07.05.2019

Issue data

Place of declaration:

Villeneuve

Date of issue:

07.05.2019

Managing Director:

Signature:

Alain Zoller

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards: EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

The declaration must not be reproduced in part without the written permission of Air Turquoise SA.

ISO 71 8 1 DC | Rev 16 | 05.01.2018

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

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes





Classification: A

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

Date of issue (DMY):

Manufacturer:

Model:

Serial number:

PG_1484.2019

30.11.-0001

Sky Paragliders a.s.

Gaia 2 S

1961-11-1391

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight (kg)	82	Range of speed system (cm)	15
Minimum weight in flight (kg)	59	Speed range using brakes (km/h)	14
Glider's weight (kg)	4.2	Total speed range with accessories (km/h)	22
Number of risers	4	Range of trimmers (cm)	0
Projected area (m2)	20.68		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	evey 12 months or every 100 flying hours	
Harness brand	Niviuk	Warning! Before use refer to user's manual	
Harness model	Hamak 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 * CH-1844 Villeneuve * -41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



Paraglider inspection certificate

Inspection certificate number:

PG_1485.2019

Manufacturer data

Manufacturer name:

Sky Paragliders a.s.

Representative

Michal Sotek

Street:

Okruzni 39

Post code / place:

73911 Frydlant n.O.

Country:

Czech Republic

Sample data

Name:

Gaia 2

Size:

M

Min weight in flight [kg]:

73

Result

Max weight in flight [kg]:

Single-seater

Weight [kg]:

4.4

Number of seat:

Sample load serial number:

n/a

Date of reception:

n/a

Sample flight serial number :

1961-11-1402

Date of reception:

Place

27.11.2014 Date of test

Test report summary 71.8.3 | Shock loading test:

Test done on size XL, inspection PG_1482.2019

30.04.2019

71.8.3 | Sustained loading test:

71.6.3 | Line bending test:

Test done on size XL, inspection PG_1482.2019

30.04.2019 27.11.2014

71.8.2 | Flight test: 71.4.3 | Measurement:

POSITIVE POSITIVE Villeneuve Villeneuve

Villeneuve

15.01.2015 07.05.2019

Issue data

Place of declaration:

Villeneuve

Date of issue: Managing Director: 07.05.2019 Alain Zoller

Signature:

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards: EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3 (If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

The declaration must not be reproduced in part without the written permission of Air Turquoise SA.

DC | Rev 16 | 05.01.2018 ISO 71.8.1