

**APCO Mayday - #1 always, and today**  
**Grand Comparison test of rescue chutes confirms superiority of APCO's Mayday**  
Conducted by FFVL and SHV (March/April 2009)  
(French and Swiss freeflying federations)



**Mayday 16 SLT, Mayday 18 SLT, Mayday 20 SLT**

**Recently launched Mayday 18 SLT and Mayday 20 SLT** - the latest additions to our Superlight range of emergency parachute (as well as Mayday 16 SLT) - covering weight range up to 130 kg.

As opening credibility step before their introduction, they were tested by SHV/FFVL

SHV and FFVL jointly conducted the most comprehensive ever comparison test, covering majority of the emergency chutes / brands on the market.

All manufacturers were approached with request to submit a selection of emergency chutes (not all responded)

The test was designed to be most complete - sorting out the good from the not so good and dividing the men from the boys....

I guess only some manufacturers will be writing newsletters reporting the results.....

A few will hide behind incognito names - like "proto" etc. to avoid embarrassment

We at APCO have nothing to hide - proudly presenting the results as they are, to be evaluated by the industry and judged by each of you - so let the numbers speak for themselves

The tests were conducted over 2 days March 31 - April 1 at Air Turquoise test site

A number of parameters were evaluated -

- a. Sink rate at maximum declared load
- b. Stability of chute when open
- c. Opening time
- d. Weight of chute, number of lines and riser type

Before getting to the results, a few more points:

-Total number of chutes in the test - 41

-8 chutes were named "Proto" so as not to disclose manufacturers name due to their objections (I guess in light of not such good results)

-3 chutes did not complete the tests - damaged, broken or withdrawn

Some more statistics as introduction:

On sink rate the limit for DHV is 6.5 m/sec maximum and for EN 5.4 m/sec

Out of the 41 chutes only 10 chutes met the criteria of EN

Only an additional 13 chutes met the DHV criteria

Out of those only 8 chutes are rated as stable with a grade 5 for stability on a scale of 1-5 and 2 are rated 4

In total, there are about 10 chutes which meet the minimal requirements and can be considered airworthy piece of equipment - we are glad to report that APCO's Mayday range is among them

From APCO's extensive emergency parachute range 2 chutes were submitted - Mayday 18 SLT and Mayday 20 SLT (both are new superlight versions of our well-known Mayday 18 and 20)

Also our veteran, time-proven, pioneer Mayday 16 was included - presented by a dealer from his stock, without our knowledge.

And the results again clearly prove the superiority of Mayday rescue system range (reconfirming a long standing reputation of Mayday range as worldwide market leader)

Attached FFVL / SHV test data sorted by a number of criteria:

- A. Data sorted by stability of chute
- B. Data sorted by sink rate
- C. Data sorted by chute weight per kg. of load

Analysing the data we can sum up APCO's results as follows:

1. **Mayday 20 SLT ranked no.1.** Is at the top of all 41 chutes tested - Stability 5 and the best sink rate (4.48 m/sec.)
2. **Mayday 18 SLT** rated Stability 5, with sink rate 5.1 m/sec is on of the few best. It is **the lightest chute per kg. of load** (see table attached)
3. **Mayday 16** is also among the best chutes, with stability rated 4 and sink rate 6.15 m/sec.

(Mayday 16 designed and certified to DHV criteria. This is the most sold rescue chute worldwide up to now - **over 15,000 pieces sold** and hundreds of life-savings / deployments recorded). Interesting to note that despite being a regular Mayday 16 its weight per kilo load scores better than many light version chutes. Mayday 16 SLT is the absolute champion at 12.2gr. per kg. load

**Mayday 18 SLT and 20 SLT** are the newest additions to the Mayday range - **stocked now and available** (prices as per 2009 pricelist) Their designs based on well known and respected Mayday 18 and 20, but with weight and volume drastically reduced thanks to the use of the latest lightweight hi-tech components and materials  
The SLT range expanded to include Maydays 16, 18 and 20 for free flying and paramotor pilots, seeking the best, lightest equipment with no compromise.



Comparing the volume of standard Mayday 18 and SLT



Spliced line connection detail



Line protector (serving as slider too)

**Summary of Technical data for Mayday SLT range**

Mayday	MD 16 SLT	MD 18 SLT	MD 20 SLT
Area [m <sup>2</sup> ]	23	30.4	37.5
Gores	16	18	20
Weight [kg]	1.220	1.597	2.083
Max Load[kg]	100	115	130
Sink Rate m/sec*	6.15	5.1	4.48
Stability (rated from 1 to 5)	5	5	5
Gr. per kg. load	12.2	13.8	16
Canopy Material	PN9 / similar	PN9 / similar	PN9 / similar
Lines	Nylon 120kg	Nylon 120kg.	Nylon 120kg
Construction	Light construction, spliced lines	Light construction, spliced lines	Light construction, spliced lines

\* As measured by Air Turquoise

APCO's involvement in design and production of emergency parachute goes a long way back and far beyond paragliding / hang gliding scene - in the mid '70's we were among the first to introduce emergency parachute for hang gliding and later for paragliding and ultralight aircraft. Today we are active in additional fields too, providing rescue equipment for the most sophisticated applications ranging from drones and unmanned aircraft to personal rescue equipment for emergency evacuation from high rise buildings

APCO is a major supplier of custom designed, tailor made rescue chutes and airbags for leading Israeli companies in the field.

We are credited with the design of landing system for the Skylark2 based on Mayday 16 SLT combined with airbag. (Skylark 2 is the most sophisticated drone in use by Israeli and foreign military)



Skylark descent on MD 16 SLT  
Mayday 16 SLT deployment



Touchdown Skylark - MD 16 SLT/Airbag



Mayday is not all talk - it is a system proven in action again and again and we are proud of our track record with many life saving incidents We will not take your time listing all the thank you letters we receive.

One story which stands out, highlights the essence of Mayday as the finest must-have piece of equipment

A French/Australian competition pilot Michele Baptist, flying her glider (not APCO) had a terrible accident. All the lines on her glider broke and without having any drag

behind she swiftly accelerated in free fall to terminal velocity, rushing towards the ground, leaving the glider far behind. Things were getting even worse as her full body pod harness did a "good job" to reduce drag and increase acceleration. Her newly acquired Mayday 16 SLT was deployed by her at the last moment - it performed brilliantly, bringing Michele safely back to the ground. This, more than anything else, proves the integrity and value of APCO Mayday - no cost can be spared when saving lives, making flying safe.

Michele's firsthand report of this incredible story right here - read it to believe.....

----- Original Message -----

**From:** [Michèle Baptist](#)

**To:** [apco@apcoaviation.com](mailto:apco@apcoaviation.com)

**Sent:** Friday, September 05, 2008 1:03 AM

**Subject:** Rescue in free fall

Bonjour APCO,

Following our conversation, to survive to this incident I had a lot of luck, good reflexes, but mainly an efficient reserve chute Mayday 16 SLT and solid resistance from the reserve, the harness, and my old body... I have a few more grey hairs but I'm happy to be alive!

THANK TO YOU to have built this little reserve strong enough. It saved my life.

A lot of persons feel concerned and discuss without to have all the information. I decided to send back the glider to....., the harness to....., the GPS to....., and the reserve to Xavier Beauvallet, and I am going to write an article describing my story, a witness for the other pilots. The goal is not to incriminate any material but encourage the pilots to check lines and connections and to prevent other accidents because ... I'm not the only one to have fine lines, not bright new, and people having walk on them.

It happened at Sederon (site: Buc) in front of pilots folding their wing at sunset. After a short restitution flight (18min), I did barely one 360 on the right (71,5km/h horizontal speed) when the lines broke on the right side, 2 lines first, then all, then all the left side... the whole thing in less than 3sec. I react as quickly as I could to find the handle before losing my balance, fortunately the reserve was attached to my carabiners because the shock at the opening was enormous... the force and the noise let me think the chute was going to break (or the harness) but ... it resisted the very brutal deceleration. Before the opening, I was falling at 212km/h of vertical speed, sitting down in my harness profited by the airbag (the analogic memory flight of my Compeo indicates a max vertical speed of -58,8m/sec...., more than skydiving). ... I arrived in a gully (the grande Combe) preparing myself for a really hard landing and I'm happy to have not broken a leg.

I estimate the chute opened at between 80 and 60m height, the vertical speed was higher than my former reserve (with a pull down apex)... it means it was a question of **1,2 second, to die or not**. I can be happy to have only a little physical injury (heel injured, and sore back) and hope I will continue to have fun flying (it's a big part of my life). I will certainly be very careful with the material I chose to fly with.

The reasons of the rupture on the glider are still to be analysed ... as usual the accident was an accumulation of risks: an addition of different factors - fine lines of a demo Mercury, aging of the lines, deterioration from heating when I had a frontal last year or possibly from damage when somebody walked on the lines, on a stony take off, the flight before .... or other explanations yet to be explored.

The rupture started because the increasing load into a 360 (but I did a series of 360s descending 11m/sec at Chamonix 2 weeks ago, longer and stronger without rupture)....

My very best regards

MicheLLLe

Blue Skies, Safe Flying,

Anatoly Cohn and the APCO Team

[www.apcoaviation.com](http://www.apcoaviation.com)



## FFVL / SHV Rescue Comparing March 31 + April 1 2009

### Rescue data Test sorted by sink rate

No.	Manufacturer	Name of rescue Typ	Maxi weight	Area	Weight	Nbrs Lines	Riser	Date	°C	hPa	Correct Weight	Open (s)	Stabil 1 to 5	Sink rate (m/s)
<b>9</b>	<b>Apco Aviation</b>	<b>MD 20 SLT</b>	<b>130</b>	<b>37.5</b>	<b>2083 gr</b>	<b>20 + 1</b>	<b>Short</b>	<b>31.03.09</b>	<b>13</b>	<b>968</b>	<b>125</b>	<b>3.04</b>	<b>5</b>	<b>4.48</b>
18	Gin Gliders	One G 38	100	38	2363 gr	18 + 1	Short	31.03.09	12	968	97	3.16	4	4.81
2	Gin Gliders	Yeti 35	100		1539 gr	18 + 1	Short	31.03.09	8	968	98	3.04	5	5.034
16	Dudek	Globe 90	90		1813 gr	18 + 1	Single	31.03.09	5	968	89	3.6	5	5.04
1	Gin Gliders	Yeti 27	80		1266 gr	16 + 1	Short	01.04.09	6	962	78	3.24	5	5.067
<b>5</b>	<b>Apco Aviation</b>	<b>MD 18 SLT</b>	<b>115</b>	<b>30.4</b>	<b>1597 gr</b>	<b>18 + 1</b>	<b>Short</b>	<b>31.03.09</b>	<b>5</b>	<b>968</b>	<b>114</b>	<b>2.88</b>	<b>5</b>	<b>5.102</b>
3	Gin Gliders	Yeti 40	120		1787 gr	20 + 1	Short	01.04.09	6	962	117	3.16	4	5.13
26	Sup'Air	Xtralite M	90		1286 gr	16 + 2	V	31.03.09	11	968	87	2.16	5	5.21
27	MCC Aviation	SOS micro light M	86		1313 gr	14 + 2	Short	01.04.09	14	962	81	3.12	5	5.28
36	Windtech	WindSOS 18	120	35			Short	01.04.09	15	962	113		5	5.32
19	Sup'Air	Xtralite S	76		1080 gr	14 + 2	V	31.03.09	12	968	73	2.44	5	5.43
20	MCC Aviation	SOS light L	105		1504 gr	14 + 2	Short	01.04.09	16	962	99	3.08	5	5.514
28	Dudek Globe	160	160		3200 gr	24 + 1	Single	01.04.09	15	962	152	3.64	4	5.55
7	Mac Para	Technology Aegis 33	105	33	1950 gr	24 + 1	Single	01.04.09	6	962	104	2.64	5	5.56
17	Gin Gliders	One G 42	130	42	2668 gr	20 + 1	Short	01.04.09	14	962	123		3 ~4	5.597
6	Mac Para	Technology Aegis 38	125	38	2670 gr	24 + 1	Single	31.03.09	5	968	124	2.24	5	5.64
24	Sup'Air	Sup 08 light L	130		1899 gr	16 + 2	V	31.03.09	8	968	128		5	5.77
15	Dudek	Globe 120	120		2196 gr	20 + 1	Single	31.03.09	12	968	116	3.04	5	5.86
14	Proto 7		130	29,5	1759 gr	18 + 1	Single	31.03.09	9	968	126	2.88	5	6.05
12	Karpofly	RS 100	100	25,5	1501 gr	14 + 1	Short	31.03.09	13	968	96	3.56	4	6.097
29	Apco Aviation	MD 16	106	25	1958 gr	16 + 1	Short	01.04.09	16	962	101	2.4	4	6.15
23	Sky Paragliders	Sky System 110	105	31,2	1867 gr	14 + 2	Short	31.03.09	6	968	104		5	6.3
11	Karpofly	RS 130	130	33	1880 gr	16 + 1	Short	01.04.09	6	962	127	5	3	6.3
38	Charly	Expert 120 18	120				Short	01.04.09	16	962	113	3.88	1	6.64
22	U-Turn	Protect II RIS L	120	38	2520 gr	20 + 1	Short	31.03.09	13	968	115	2.61	2	6.64
10	Firebird	Turbo Stop 120	120	38,2	1598 gr	22 + 2	Single	31.03.09	9	968	117	2.96	2	6.8
37	Firebird	Turbo Stop 100	100		1370 gr		Short	01.04.09	15	962	95	3.32	3	7.07
8	Scorpio	Speedy 24	105	30,1	1415 gr	24 + 1	Short	31.03.09	9	968	102	2.12	4	7.14
21	U-Turn	Protect II RIS XL	140	42	2533 gr	20 + 1	Short	31.03.09	12	968	135	3.12	2	7.14
31	Proto 4	35	120	35	1639 gr	16 + 1	Single	31.03.09	8	968	118	2.84	1	7.14
33	Proto 8	L			1957 gr	20+1	Short	01.04.09	16	962	104	3.24	2	7.14
4	ITV	Light Speed 100	100	32,5	1378 gr	20 + 2	Short	31.03.09	9	968	97	2.92	1	7.28
35	Proto 1	16	105	31	1064 gr	16 + 2	Short	31.03.09	13	968	101	2.28	4	7.5
30	Proto 3	31	95	31	1504 gr	16 + 1	Single	31.03.09	13	968	91	3.08	1	7.81
13	Proto 6	38 CD	135	38	2299 gr	18 + 1	Single	31.03.09	11	968	131	2.92	2	7.98
41	Firebird	Turbo Stop 160	160		1846 gr		Short	01.04.09	15	962	152	2.84	2	7.98
34	Proto 2	25	115	25	1212 gr	18 + 1	Short	31.03.09	13	968	111	3.64	4	8.62
40	Firebird	Turbo Stop 120	120		1581 gr		Short	01.04.09	15	962	114	3.08	3	8.62
32	Paratech	PS2 M		31	1934 gr	20+1	Short							
25	MCC Aviation	SOS micro light L	110		1433 gr	18 + 2	V							
39	Paratech	PS1 L		35	2407 gr	17+1	Short							

The weight of MD 18 and 20 SLT is noted without connecting carabiner (rapide maillon), as it belongs to the harness and we do not include in the total weight of the Mayday  
Sink rate and opening time for Mayday 18 SLT rechecked on EN certification session by Air Turquoise and opening time corrected to 2.88 seconds  
Sink rate and opening time for Mayday 20 SLT rechecked on EN certification session by Air Turquoise and opening time corrected to 3.04 seconds  
Corrected parameters are marked in **RED**

FFVL / SHV Rescue Comparing March 31 + April 1 2009

Rescue data Test sorted by Stability of the chute

No.	Manufacturer	Name of rescue Typ	Maxi weight	Area	Weight	Nbrs Lines	Riser	Date	°C	hPa	Correct Weight	Open (s)	Stabil 1 to 5	Sink rate (m/s)
	<b>9 Apco Aviation</b>	<b>MD 20 SLT</b>	<b>130</b>	<b>37.5</b>	<b>2083 gr</b>	<b>20 + 1</b>	<b>Short</b>	<b>31.03.09</b>	<b>13</b>	<b>968</b>	<b>125</b>	<b>3.04</b>	<b>5</b>	<b>4.48</b>
	<b>5 Apco Aviation</b>	<b>MD 18 SLT</b>	<b>115</b>	<b>30.4</b>	<b>1597 gr</b>	<b>18 + 1</b>	<b>Short</b>	<b>31.03.09</b>	<b>5</b>	<b>968</b>	<b>114</b>	<b>2.88</b>	<b>5</b>	<b>5.102</b>
2	Gin Gliders	Yeti 35	100		1539 gr	18 + 1	Short	31.03.09	8	968	98	3.04	5	5.034
16	Dudek	Globe 90	90		1813 gr	18 + 1	Single	31.03.09	5	968	89	3.6	5	5.04
1	Gin Gliders	Yeti 27	80		1266 gr	16 + 1	Short	01.04.09	6	962	78	3.24	5	5.067
26	Sup'Air	Xtralite M	90		1286 gr	16 + 2	V	31.03.09	11	968	87	2.16	5	5.21
27	MCC Aviation	SOS micro light M	86		1313 gr	14 + 2	Short	01.04.09	14	962	81	3.12	5	5.28
36	Windtech	WindSOS 18	120	35			Short	01.04.09	15	962	113		5	5.32
19	Sup'Air	Xtralite S	76		1080 gr	14 + 2	V	31.03.09	12	968	73	2.44	5	5.43
20	MCC Aviation	SOS light L	105		1504 gr	14 + 2	Short	01.04.09	16	962	99	3.08	5	5.514
7	Mac Para	Technology Aegis 33	105	33	1950 gr	24 + 1	Single	01.04.09	6	962	104	2.64	5	5.56
6	Mac Para	Technology Aegis 38	125	38	2670 gr	24 + 1	Single	31.03.09	5	968	124	2.24	5	5.64
24	Sup'Air	Sup 08 light L	130		1899 gr	16 + 2	V	31.03.09	8	968	128		5	5.77
15	Dudek	Globe 120	120		2196 gr	20 + 1	Single	31.03.09	12	968	116	3.04	5	5.86
14	Proto 7		130	29,5	1759 gr	18 + 1	Single	31.03.09	9	968	126	2.88	5	6.05
23	Sky Paragliders	Sky System 110	105	31,2	1867 gr	14 + 2	Short	31.03.09	6	968	104		5	6.3
29	Apco Aviation	MD 16	106	25	1958 gr	16 + 1	Short	01.04.09	16	962	101	2.4	4	6.15
18	Gin Gliders	One G 38	100	38	2363 gr	18 + 1	Short	31.03.09	12	968	97	3.16	4	4.81
3	Gin Gliders	Yeti 40	120		1787 gr	20 + 1	Short	01.04.09	6	962	117	3.16	4	5.13
28	Dudek Globe	160	160		3200 gr	24 + 1	Single	01.04.09	15	962	152	3.64	4	5.55
12	Karpofly	RS 100	100	25,5	1501 gr	14 + 1	Short	31.03.09	13	968	96	3.56	4	6.097
8	Scorpio	Speedy 24	105	30,1	1415 gr	24 + 1	Short	31.03.09	9	968	102	2.12	4	7.14
35	Proto 1	16	105	31	1064 gr	16 + 2	Short	31.03.09	13	968	101	2.28	4	7.5
34	Proto 2	25	115	25	1212 gr	18 + 1	Short	31.03.09	13	968	111	3.64	4	8.62
17	Gin Gliders	One G 42	130	42	2668 gr	20 + 1	Short	01.04.09	14	962	123		3 ~4	5.597
11	Karpofly	RS 130	130	33	1880 gr	16 + 1	Short	01.04.09	6	962	127	5	3	6.3
37	Firebird	Turbo Stop 100	100		1370 gr		Short	01.04.09	15	962	95	3.32	3	7.07
40	Firebird	Turbo Stop 120	120		1581 gr		Short	01.04.09	15	962	114	3.08	3	8.62
22	U-Turn	Protect II RIS L	120	38	2520 gr	20 + 1	Short	31.03.09	13	968	115	2.61	2	6.64
10	Firebird	Turbo Stop 120	120	38,2	1598 gr	22 + 2	Single	31.03.09	9	968	117	2.96	2	6.8
21	U-Turn	Protect II RIS XL	140	42	2533 gr	20 + 1	Short	31.03.09	12	968	135	3.12	2	7.14
33	Proto 8	L			1957 gr	20+1	Short	01.04.09	16	962	104	3.24	2	7.14
13	Proto 6	38 CD	135	38	2299 gr	18 + 1	Single	31.03.09	11	968	131	2.92	2	7.98
41	Firebird	Turbo Stop 160	160		1846 gr		Short	01.04.09	15	962	152	2.84	2	7.98
38	Charly	Expert 120 18	120				Short	01.04.09	16	962	113	3.88	1	6.64
31	Proto 4	35	120	35	1639 gr	16 + 1	Single	31.03.09	8	968	118	2.84	1	7.14
4	ITV	Light Speed 100	100	32,5	1378 gr	20 + 2	Short	31.03.09	9	968	97	2.92	1	7.28
30	Proto 3	31	95	31	1504 gr	16 + 1	Single	31.03.09	13	968	91	3.08	1	7.81
32	Paratech	PS2 M		31	1934 gr	20+1	Short							
25	MCC Aviation	SOS micro light L	110		1433 gr	18 + 2	V							
39	Paratech	PS1 L		35	2407 gr	17+1	Short							

The weight of MD 18 and 20 SLT is noted without connecting carabiner (rapide maillon), as it belongs to the harness and we do not include in the total weight of the Mayday

Sink rate and opening time for Mayday 18 SLT rechecked on EN certification session by Air Turquoise and opening time corrected to 2.88 seconds

Sink rate and opening time for Mayday 20 SLT rechecked on EN certification session by Air Turquoise and opening time corrected to 3.04 seconds

Corrected parameters are marked in **RED**

## FFVL / SHV Rescue Comparing March 31 + April 1 2009 executed by SHV and FFVL

### Rescue data Test- sorted by weight of chute per kg. of load\*

No.	Manufacturer	Name of rescue Type	Maxi weight	Area	Weight	Nbrs Lines	Riser	Date	°C	hPa	Correct Weight	Open (s)	Stabil 1 to 5	Sink rate (m/s)	Gr. / kg. load
<b>5</b>	<b>Apco Aviation</b>	<b>MD 18 SLT</b>	<b>115</b>	<b>30.4</b>	<b>1597 gr</b>	<b>18 + 1</b>	<b>Short</b>	<b>31.03.09</b>	<b>5</b>	<b>968</b>	<b>114</b>	<b>2.88</b>	<b>5</b>	<b>5.102</b>	<b>13.8</b>
19	Sup'Air	Xtralite S	76		1080 gr	14 + 2	V	31.03.09	12	968	73	2.44	5	5.43	14.2
20	MCC Aviation	SOS light L	105		1504 gr	14 + 2	Short	01.04.09	16	962	99	3.08	5	5.514	14.3
26	Sup'Air	Xtralite M	90		1286 gr	16 + 2	V	31.03.09	11	968	87	2.16	5	5.21	14.3
24	Sup'Air	Sup 08 light L	130		1899 gr	16 + 2	V	31.03.09	8	968	128		5	5.77	14.6
27	MCC Aviation	SOS micro light M	86		1313 gr	14 + 2	Short	01.04.09	14	962	81	3.12	5	5.28	15.3
2	Gin Gliders	Yeti 35	100		1539 gr	18 + 1	Short	31.03.09	8	968	98	3.04	5	5.034	15.4
1	Gin Gliders	Yeti 27	80		1266 gr	16 + 1	Short	01.04.09	6	962	78	3.24	5	5.067	15.8
<b>9</b>	<b>Apco Aviation</b>	<b>MD 20 SLT</b>	<b>130</b>	<b>37.5</b>	<b>2083 gr</b>	<b>20 + 1</b>	<b>Short</b>	<b>31.03.09</b>	<b>13</b>	<b>968</b>	<b>125</b>	<b>3.04</b>	<b>5</b>	<b>4.48</b>	<b>16</b>
23	Sky Paragliders	Sky System 110	105	31,2	1867 gr	14 + 2	Short	31.03.09	6	968	104		5	6.3	17.8
15	Dudek	Globe 120	120		2196 gr	20 + 1	Single	31.03.09	12	968	116	3.04	5	5.86	18.3
<b>29</b>	<b>Apco Aviation</b>	<b>MD 16</b>	<b>106</b>	<b>25</b>	<b>1958 gr</b>	<b>16 + 1</b>	<b>Short</b>	<b>01.04.09</b>	<b>16</b>	<b>962</b>	<b>101</b>	<b>2.4</b>	<b>4</b>	<b>6.15</b>	<b>18.4</b>
7	Mac Para	Technology Aegis 33	105	33	1950 gr	24 + 1	Single	01.04.09	6	962	104	2.64	5	5.56	18.6
16	Dudek	Globe 90	90		1813 gr	18 + 1	Single	31.03.09	5	968	89	3.6	5	5.04	20.1
6	Mac Para	Technology Aegis 38	125	38	2670 gr	24 + 1	Single	31.03.09	5	968	124	2.24	5	5.64	21.4
18	Gin Gliders	One G 38	100	38	2363 gr	18 + 1	Short	31.03.09	12	968	97	3.16	4	4.81	23.6
3	Gin Gliders	Yeti 40	120		1787 gr	20 + 1	Short	01.04.09	6	962	117	3.16	4	5.13	14.9
28	Dudek Globe	160	160		3200 gr	24 + 1	Single	01.04.09	15	962	152	3.64	4	5.55	20
12	Karpofly	RS 100	100	25,5	1501 gr	14 + 1	Short	31.03.09	13	968	96	3.56	4	6.097	15
8	Scorpio	Speedy 24	105	30,1	1415 gr	24 + 1	Short	31.03.09	9	968	102	2.12	4	7.14	-
35	Proto 1	16	105	31	1064 gr	16 + 2	Short	31.03.09	13	968	101	2.28	4	7.5	-
34	Proto 2	25	115	25	1212 gr	18 + 1	Short	31.03.09	13	968	111	3.64	4	8.62	-
17	Gin Gliders	One G 42	130	42	2668 gr	20 + 1	Short	01.04.09	14	962	123		3 ~4	5.597	-
11	Karpofly	RS 130	130	33	1880 gr	16 + 1	Short	01.04.09	6	962	127	5	3	6.3	-
37	Firebird	Turbo Stop 100	100		1370 gr		Short	01.04.09	15	962	95	3.32	3	7.07	-
40	Firebird	Turbo Stop 120	120		1581 gr		Short	01.04.09	15	962	114	3.08	3	8.62	-
36	Windtech	WindSOS 18	120	35			Short	01.04.09	15	962	113		5	5.32	-
14	Proto 7		130	29,5	1759 gr	18 + 1	Single	31.03.09	9	968	126	2.88	5	6.05	-
22	U-Turn	Protect II RIS L	120	38	2520 gr	20 + 1	Short	31.03.09	13	968	115	2.61	2	6.64	-
10	Firebird	Turbo Stop 120	120	38,2	1598 gr	22 + 2	Single	31.03.09	9	968	117	2.96	2	6.8	-
21	U-Turn	Protect II RIS XL	140	42	2533 gr	20 + 1	Short	31.03.09	12	968	135	3.12	2	7.14	-
33	Proto 8	L			1957 gr	20 + 1	Short	01.04.09	16	962	104	3.24	2	7.14	-
13	Proto 6	38 CD	135	38	2299 gr	18 + 1	Single	31.03.09	11	968	131	2.92	2	7.98	-
41	Firebird	Turbo Stop 160	160		1846 gr		Short	01.04.09	15	962	152	2.84	2	7.98	-
38	Charly	Expert 120 18	120				Short	01.04.09	16	962	113	3.88	1	6.64	-
31	Proto 4	35	120	35	1639 gr	16 + 1	Single	31.03.09	8	968	118	2.84	1	7.14	-
4	ITV	Light Speed 100	100	32,5	1378 gr	20 + 2	Short	31.03.09	9	968	97	2.92	1	7.28	-
30	Proto 3	31	95	31	1504 gr	16 + 1	Single	31.03.09	13	968	91	3.08	1	7.81	-
32	Paratech	PS2 M		31	1934 gr	20 + 1	Short								
25	MCC Aviation	SOS micro light L	110		1433 gr	18 + 2	V								
39	Paratech	PS1 L		35	2407 gr	17 + 1	Short								

\*Data to demonstrate how light the emergency parachute is, by analyzing the **weight of chute per kg. of load**

The data in RED is revised, corrected figures by SHV

The weight of MD 18 and 20 SLT is noted without connecting carabiner (rapide maillon), as it belongs to the harness and we do not include in the total weight of the Mayday

Sink rate and opening time for Mayday 18 SLT rechecked on EN certification session by Air Turquoise and opening time corrected to 2.88 seconds

Sink rate and opening time for Mayday 20 SLT rechecked on EN certification session by Air Turquoise and opening time corrected to 3.04 seconds

Corrected parameters are marked in **RED**