ADVANCE ALPHA 6 24

Type designation Advance Alpha 6 24
Type test reference no DHV GS-01-2161-15
Holder of certification ADVANCE Thun AG
Classification A
Winch towing Yes

Number of seats min / max 1 / 1

Accelerator Yes
Trimmers No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (60KG)

Test pilots



Gudrun Öchsl Expert Beni Stocker

IN FLIGHT (95KG)



Inflation/take-off	A	A
Rising behavior	ur Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique require	ed No	No
	1	
Landing	_ <u> </u> A	i A
Special landing technique require	ed No	No
	1	T.
Speeds in straight flight	_ <u> </u> A	'A
Trim speed more than 30 km/	/h Yes	Yes
Speed range using the controls larger than 10 km/		Yes
Minimum spec	ed Less than 25 km/h	Less than 25 km/h
the second second	1.	92
Control movement	_ <u> </u> A	_
Symmetric control pressu	•	Increasing
Symmetric control trav	el Greater than 55 cm	Greater than 60 cm
Pitch stability exiting accelerated flight	A	A
Dive forward angle on ex	kit Dive forward less than 30°	Dive forward less than 30°
Collapse occu	rs No	No
Pitch stability operating controls during	A	A
1======================================		4
Collapse occu	rs No	No
Roll stability and damping	A	A
I 		
Oscillation	ns Reducing	Reducing
Stability in gentle spirals	¦A	A
Tendency to return to straight flig	ht Spontaneous exit	Spontaneous exit

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Behaviour in a steeply banked turn	A	A
Sink rate after two turns	12 m/s to 14 m/s	12 m/s to 14 m/s
Symmetric front collapse	A	l _A
1 -1		
-	Rocking back less than 45° Spontaneous in less than 3 s	Rocking back less than 45° Spontaneous in less than 3 s
Dive forward angle on exit		Dive forward 0° to 30°
Change of course		Keeping course
Cascade occurs		No.
cuscude occurs	TVO	140
Symmetric front collapse in accelerated flight	A	A
1-2	Rocking back less than 45°	Rocking back less than 45°
-	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit		Dive forward 0° to 30°
_	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs		No
Exiting deep stall (parachutal stall)	A	A
Deep stall achieved	Yes	Yes
•	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit		Dive forward 0° to 30°
_	Changing course less than 45°	Changing course less than 45°
Cascade occurs		No
High angle of attack recovery	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs		No
cascade occars		
Recovery from a developed full stall	A	A
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
	No collapse	No collapse
Cascade occurs (other than collapses)	·	No
Rocking back		Less than 45°
_	Most lines tight	Most lines tight
Asymmetric collapse 45-50%	A	A
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 0° to 15°	Dive or roll angle 0° to 15°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	No	No
Twist occurs	No	No
Cascade occurs	No	No
	1	1
Asymmetric collapse 70-75%	iA	iA
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	No	No
Twist occurs	No	No
Cascade occurs	No	No
I A summertule colleges AF FOOV in account	:	;
ıfliaht	A	A
I 	Loss than 000	Loss than 000
Change of course until re-inflation		Less than 90° Dive or roll angle 15° to 45°
Maximum dive forward or roll angle	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	·	Less than 360°
Collapse on the opposite side occurs		No
Twist occurs		No
Cascade occurs		No
Cascaue Occurs	NO.	110

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in a section of the s	:	:
Asymmetric collapse 70-75% in accelerated flight	A	A
Change of course until re-inflatio	1 Less than 90°	Less than 90°
Maximum dive forward or roll angl		Dive or roll angle 15° to 45°
	r Spontaneous re-inflation	Spontaneous re-inflation
Total change of cours	•	Less than 360°
Collapse on the opposite side occur		No
Twist occur	s No	No
Cascade occur	s No	No
Directional control with a maintained	A	A
asymmetric collapse	4	<u></u>
Able to keep cours	e Yes	Yes
180° turn away from the collapsed side possible i		Yes
Amount of control range between turn and stall o		More than 50 % of the symmetric
	n travel	control travel
Trim speed spin tendency	A	A
Spin occur	s No	No
5 - • • • • • • • • • • • • • • • • • •		
Low speed spin tendency	A	A
Spin occur	s No	No
5p 000a.		
Recovery from a developed spin	A	A
Spin rotation angle after releas	Stops enipping in less than 009	Stops spinning in less than 90°
Cascade occur		No
cascade occur	3 110	110
B-line stall	l _A	l _A
Change of course before releas	Changing course less than 45°	Changing course less than 45°
_	e Remains stable with straight span	Remains stable with straight span
	y Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex		Dive forward 0° to 30°
Cascade occur	s No	No
Big ears	A	A
Entry procedur	e Dedicated controls	Dedicated controls
Behaviour during big ear	s Stable flight	Stable flight
Recover	y Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex	t Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	A	A
Entry procedur	e Dedicated controls	Dedicated controls
Behaviour during big ear	s Stable flight	Stable flight
Recover	y Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex	t Dive forward 0° to 30°	Dive forward 0° to 30°
Behaviour immediately after releasing th		Stable flight
accelerator while maintaining big ear	5	
Behaviour exiting a steep spiral	A	A
1		4
Tendency to return to straight fligh		Spontaneous exit
	t Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
Sink rate when evaluating spiral stability [m/s	1 14	14
Alternative means of directional control	IA	la.
1	J11	
180° turn achievable in 20		Yes
Stall or spin occur	S INU	No
Any other flight procedure and/or configuration	on described in the user's manual	
, , procedure unity or comiguration	The state of the s	

by jursaconsulting

No other flight procedure or configuration described in the user's manual

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DHY

ADVANCE ALPHA 6 24

Type designation Advance Alpha 6 24

Type test reference no DHV GS-01-2161-15

Holder of certification ADVANCE Thun AG
ADVANCE

Trimmers No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (60KG)

Test pilots



Gudrun Öchsl Expert Beni Stocker

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (95KG)



Harald Buntz

Inflation/take-off	A	A
Rising behavio	ur Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique require	ed No	No
Landing	_ia	ja
Special landing technique require	ed No	No
Speeds in straight flight	_ <u> </u> A	ja
Trim speed more than 30 km/	/h Yes	Yes
Speed range using the controls larger than 10 km/	'h Yes	Yes
Minimum spee	ed Less than 25 km/h	Less than 25 km/h
Control of the contro	1.	12
Control movement	'A	
Symmetric control pressu	2	Increasing
Symmetric control trav	el Greater than 55 cm	Greater than 60 cm
See a second second see a second sec	1.	1.
Pitch stability exiting accelerated flight	'A	'A
_	cit Dive forward less than 30°	Dive forward less than 30°
Dive forward angle on ex Collapse occu		Dive forward less than 30° No
Collapse occu		
_		
Collapse occu Pitch stability operating controls during accelerated flight	rs No	No :
Collapse occu	rs No	No A
Collapse occu Pitch stability operating controls during accelerated flight	rs No	No A
Collapse occu Pitch stability operating controls during accelerated flight Collapse occu Roll stability and damping	rs No	No
Collapse occu Pitch stability operating controls during accelerated flight Collapse occu Roll stability and damping	rs No	No A
Collapse occu Pitch stability operating controls during accelerated flight Collapse occu Roll stability and damping	rs No	No A
Collapse occu Pitch stability operating controls during accelerated flight Collapse occu Roll stability and damping Oscillation	rs No A A A A A SREducing	No A Reducing
Collapse occu Pitch stability operating controls during accelerated flight Collapse occu Roll stability and damping Oscillation Stability in gentle spirals	rs No A A A A A SREducing	No A Reducing
Collapse occu Pitch stability operating controls during accelerated flight Collapse occu Roll stability and damping Oscillation Stability in gentle spirals	rs No A A A A A SREducing	No A Reducing

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Symmetric front collapse	A	A
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exis		Dive forward 0° to 30°
Change of course		Keeping course
Cascade occurs	s No	No
Symmetric front collapse in accelerated flight	A	i _A
	Rocking back less than 45°	Rocking back less than 45°
	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi		Dive forward 0° to 30°
Change of course	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs	s No	No
Proteins dans stell (somewheat stell)	t _a	ta.
Exiting deep stall (parachutal stall)	ia 	'A
Deep stall achieved	r Spontaneous in less than 3 s	Yes Spontaneous in less than 3 s
Dive forward angle on exit		Dive forward 0° to 30°
_	Changing course less than 45°	Changing course less than 45°
Cascade occurs		No
	1	
High angle of attack recovery	<u>j</u> A	jA
	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	s No	No
Recovery from a developed full stall	A	A
Dive forward angle on exit	41	Dive forward 0° to 30°
_	No collapse	No collapse
Cascade occurs (other than collapses)		No
	Less than 45°	Less than 45°
Line tension	Most lines tight	Most lines tight
1	1	
Asymmetric collapse 45-50%	j a	Ā
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle	· Spontaneous re-inflation	Dive or roll angle 0° to 15° Spontaneous re-inflation
Total change of course		Less than 360°
Collapse on the opposite side occurs	No No	No
Twist occurs	: No	No
Cascade occurs	s No	No
Asymmetric collapse 70-75%	ia .	i _A
Change of course until re-inflation	Loca than 00%	Less than 90°
Maximum dive forward or roll angle		Dive or roll angle 15° to 45°
	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Total change of course		
Collapse on the opposite side occurs		No
Collapse on the opposite side occurs Twist occurs	: No	No
Collapse on the opposite side occurs	: No	
Collapse on the opposite side occurs Twist occurs	No No	No No
Collapse on the opposite side occurs Twist occurs Cascade occurs	: No	No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation	No No A Less than 90°	No No A Less than 90°
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle	No No A Less than 90° Dive or roll angle 15° to 45°	No No A Less than 90° Dive or roll angle 15° to 45°
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour	No No A Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation	No No IA Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle	No N	No No A Less than 90° Dive or roll angle 15° to 45°
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course	No N	No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs	No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs	No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs	No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs	No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No	No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight	No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No Less than 360°	No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour	No No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No Dive or roll angle 15° to 45° Spontaneous re-inflation
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course	No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°	No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360°
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs	No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs	No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No	No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs	No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No	No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Twist occurs Cascade occurs	No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No	No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Cascade occurs Twist occurs Cascade occurs Directional control with a maintained asymmetric collapse	No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No No No No	No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Twist occurs Cascade occurs Directional control with a maintained asymmetric collapse Able to keep course	No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No No No No	No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Directional control with a maintained asymmetric collapse	No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No
Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 45-50% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Asymmetric collapse 70-75% in accelerated flight Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviour Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Cascade occurs Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in	No No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No No No No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No	No No No No Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No

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Trim speed spin tendency	A	ļA
Spin occur	's No	No
Low speed spin tendency	İA	JA
Spin occur	s No	No
i	i .	1
Recovery from a developed spin	<u>'</u> A	.; <u>A</u>
Spin rotation angle after releas		Stops spinning in less than 90°
Cascade occur	s No	No
B-line stall	4	i _A
1	. 41	
Change of course before releas	e Cnanging course less than 45° e Remains stable with straight span	Changing course less than 45° Remains stable with straight span
	y Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex		Dive forward 0° to 30°
Cascade occui		No
33341	2.10	
Big ears	A	A
Entry procedu	e Dedicated controls	Dedicated controls
Behaviour during big ear		Stable flight
	y Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex	• •	Dive forward 0° to 30°
	• •	Dive forward 0° to 30°
	• •	Dive forward 0° to 30°
Dive forward angle on ex Big ears in accelerated flight	it Dive forward 0° to 30°	
Dive forward angle on ex Big ears in accelerated flight	it Dive forward 0° to 30° A e Dedicated controls	Ja .
Dive forward angle on ex Big ears in accelerated flight Entry procedur Behaviour during big ear Recover	it Dive forward 0° to 30° A e Dedicated controls s Stable flight y Spontaneous in less than 3 s	A Dedicated controls
Dive forward angle on ex Big ears in accelerated flight Entry procedur Behaviour during big ear Recover Dive forward angle on ex	it Dive forward 0° to 30° A e Dedicated controls s Stable flight y Spontaneous in less than 3 s it Dive forward 0° to 30°	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°
Dive forward angle on ex Big ears in accelerated flight Entry procedur Behaviour during big ear Recover Dive forward angle on ex Behaviour immediately after releasing the	it Dive forward 0° to 30° A e Dedicated controls s Stable flight y Spontaneous in less than 3 s it Dive forward 0° to 30° e Stable flight	Dedicated controls Stable flight Spontaneous in less than 3 s
Dive forward angle on ex Big ears in accelerated flight Entry procedur Behaviour during big ear Recover Dive forward angle on ex	it Dive forward 0° to 30° A e Dedicated controls s Stable flight y Spontaneous in less than 3 s it Dive forward 0° to 30° e Stable flight	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°
Dive forward angle on ex Big ears in accelerated flight Entry procedur Behaviour during big ear Recover Dive forward angle on ex Behaviour immediately after releasing the	it Dive forward 0° to 30° A e Dedicated controls s Stable flight y Spontaneous in less than 3 s it Dive forward 0° to 30° e Stable flight	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30°
Dive forward angle on ex Big ears in accelerated flight Entry procedur Behaviour during big ear Recover Dive forward angle on ex Behaviour immediately after releasing th accelerator while maintaining big ear	it Dive forward 0° to 30° A e Dedicated controls s Stable flight y Spontaneous in less than 3 s it Dive forward 0° to 30° e Stable flight s	Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight
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