ADVANCE ALPHA 6 28

Type designation Advance Alpha 6 28

Type test reference no DHV GS-01-2163-15

Holder of certification ADVANCE Thun AG

Manufacturer ADVANCE Thun AG

Classification A

Accelerator Yes
Trimmers No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (85KG)

Test pilots



Beni Stocker

Sebastian Mackrodt

12 m/s to 14 m/s

Inflation/take-off	A	Α
Rising behaviou	r Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique required	I No	No
Landing	¦A	A
Special landing technique required	I No	No
Speeds in straight flight	<u>¦</u> A	LA.
Trim speed more than 30 km/h	ı Yes	Yes
Speed range using the controls larger than 10 km/h	ı Yes	Yes
Minimum speed	Less than 25 km/h	Less than 25 km/h
Control movement	¦A	L A
Symmetric control pressure	• Increasing	Increasing
Symmetric control trave	I Greater than 60 cm	Greater than 65 cm
Pitch stability exiting accelerated flight	ļ A	LA.
Dive forward angle on exi	t Dive forward less than 30°	Dive forward less than 30°
Collapse occurs	s No	No
Pitch stability operating controls during accelerated flight	A	A
Collapse occurs	s No	No
Roll stability and damping	A	A
Oscillations	Reducing	Reducing
Stability in gentle spirals	LA	LA.
Tendency to return to straight flight	t Spontaneous exit	Spontaneous exit
Behaviour in a steeply banked turn (1)	<u> </u> A	<u>la</u>

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Sink rate after two turns Up to 12 m/s

Symmetric front collapse	i.a	¦A
1======================================	i?	4
•	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		Keeping course
Cascade occurs	s No	No
	r ₂	1_
Symmetric front collapse in accelerated flight	'A	<u>'A</u>
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 exi	t Dive forward 0° to 30°	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
Exiting deep stall (parachutal stall)	iA	A
Deep stall achieved	1 Yes	Yes
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	t Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course	Changing course less than 45°	Changing course less than 45°
Cascade occurs		No
High angle of attack recovery	A	A
Recover	/ Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs		No
cuscude occur.		110
Recovery from a developed full stall	İA	A
1		4
Dive forward angle on exi		Dive forward 0° to 30°
	No collapse	No collapse
Cascade occurs (other than collapses		No
_	Less than 45°	Less than 45°
Line tension	n Most lines tight	Most lines tight
	- · · · · · · · · · · · · · · · · · · ·	
Asymmetric collapse 45-50%	A	A
Asymmetric collapse 45-50%	ja	4
Asymmetric collapse 45-50% Change of course until re-inflation	Less than 90°	Less than 90°
Asymmetric collapse 45-50% Change of course until re-inflation Maximum dive forward or roll angle	Less than 90° 2 Dive or roll angle 0° to 15°	Less than 90° Dive or roll angle 0° to 15°
Asymmetric collapse 45-50% Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviou	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation	Less than 90°
Asymmetric collapse 45-50% Change of course until re-inflation Maximum dive forward or roll angle	Less than 90° Dive or roll angle 0° to 15° r Spontaneous re-inflation Less than 360°	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation
Asymmetric collapse 45-50% Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviou Total change of course	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360°
Asymmetric collapse 45-50% Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviou Total change of course Collapse on the opposite side occurs	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No
Asymmetric collapse 45-50% Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviou Total change of course Collapse on the opposite side occurs Twist occurs	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No
Asymmetric collapse 45-50% Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviou Total change of course Collapse on the opposite side occurs Twist occurs	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No
Asymmetric collapse 45-50% Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviou Total change of course Collapse on the opposite side occurs Twist occurs	Less than 90° Dive or roll angle 0° to 15° r Spontaneous re-inflation Less than 360° No No No	Less than 90° Dive or roll angle 0° to 15° Spontaneous re-inflation Less than 360° No No
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Maximum dive forward or rell and	Divo or roll angle 150 to 450	Dive or roll angle 15° to 45°
Maximum dive forward or roll angle Dive or roll angle 15° to 45° Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of cours	•	Less than 360°
Collapse on the opposite side occur		No.
Twist occur		No
Cascade occur		No
Cascade occur	S NO	NO
Directional control with a maintained asymmetric collapse	A	A
Able to keep cours	e Yes	Yes
180° turn away from the collapsed side possible i		Yes
10		
Amount of control range between turn and stall o	or More than 50 % of the symmetric control n travel	More than 50 % of the symmetric control travel
Spi	u avei	Control travel
Trim speed spin tendency	A	A
Spin occur	s No	No
Spin occur	- · · -	
Low speed spin tendency	A	A
Spin occur	s No	No
5 p 330		
Recovery from a developed spin	A	A
Spin rotation angle after releas	e Stons spinning in less than 90°	Stops spinning in less than 90°
Cascade occur	• • •	No
	2.10	
B-line stall	A	A
Change of course before releas	e 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		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	it Dive forward 0° to 30°	Dive forward 0° to 30°
	1	1
Big ears in accelerated flight	¦A	_ 'A
Entry procedur	e Dedicated controls	Dedicated controls
Behaviour during big ear	s Stable flight	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°
Behaviour immediately after releasing th accelerator while maintaining big ear	3	Stable flight
Behaviour exiting a steep spiral	ļ _A	İA
Tendency to return to straight fligh	t Spontaneous exit	Spontaneous exit
Turn angle to recover normal fligh	t Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
Sink rate when evaluating spiral stability [m/s] 14	14
Alternative means of directional control	ļA	A
180° turn achievable in 20	s Yes	Yes
Stall or spin occur	s No	No
Any other flight procedure and/or configuration	on described in the user's manual	
No other flight procedure or configuration described in the	a user's manual	

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

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DHV TESTREPORT LTF 2009

TECHNICAL DATA DHY TESTREPORT LTF DHY TESTREPORT EN DATASHEET PARTS LIST OPERATING INSTRUCTION PINT

ADVANCE ALPHA 6 28

<u>Landing</u>

Type designation Advance Alpha 6 28 Type test reference no DHV GS-01-2163-15 Holder of certification ADVANCE Thun AG Manufacturer 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 (85KG)

Test pilots



Beni Stocker

IN FLIGHT (125KG)



Rising behaviour Smooth, easy and constant rising Special take off technique required No

Α Special landing technique required No

Α Speeds in straight flight A

Trim speed more than 30 km/h Yes Yes Speed range using the controls larger than 10 km/h Yes Yes

Minimum speed Less than 25 km/h Less than 25 km/h

Control movement A A

Symmetric control pressure Increasing Increasing Symmetric control travel Greater than 60 cm Greater than 65 cm

Pitch stability exiting accelerated flight A

Dive forward angle on exit Dive forward less than 30° Dive forward less than 30° Collapse occurs No

Pitch stability operating controls during Α accelerated flight

Collapse occurs No

Roll stability and damping A Α Oscillations Reducing Reducing

Stability in gentle spirals A A

Tendency to return to straight flight Spontaneous exit

Behaviour in a steeply banked turn 🔥 A A Sink rate after two turns Up to 12 m/s 12 m/s to 14 m/s

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 exi		Dive forward 0° to 30°
Change of course	· -	Keeping course
Cascade occurs	s No	No
Symmetric front collapse in accelerated flight	A	A
I -i	/ 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°
	Entering a turn of less than 90°	Entering a turn of less than 90°
Cascade occurs	s No	No
1	1	1
Exiting deep stall (parachutal stall)	'A	i A
Deep stall achieved	1 Yes	Yes
	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi		Dive forward 0° to 30°
Cascade occurs	changing course less than 45°	Changing course less than 45° No
cuscuae occur.		110
High angle of attack recovery	A	A
Recover	/ Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	•	No
Recovery from a developed full stall	İA	Å
Dive forward angle on exi	t Dive forward 0° to 30°	Dive forward 0° to 30°
Collapse	a No collapse	No collapse
Cascade occurs (other than collapses	•	No
	Less than 45°	Less than 45°
Line tension	1 Most lines tight	Most lines tight
Asymmetric collapse 45-50%	A	i.a
	<u> </u>	Less than 90°
Change of course until re-inflation Maximum dive forward or roll angle		Dive or roll angle 0° to 15°
_	r Spontaneous re-inflation	Spontaneous re-inflation
Total change of course		Less than 360°
Collapse on the opposite side occurs	s No	No
Twist occurs	s No	No
Cascade occurs	s No	No
1		1
A commodule colleges 70, 75%		i A
Asymmetric collapse 70-75%	j A	iA
Change of course until re-inflation	Less than 90°	Less than 90°
Change of course until re-inflation Maximum dive forward or roll angle	n Less than 90° e Dive or roll angle 15° to 45°	Less than 90° Dive or roll angle 15° to 45°
Change of course until re-inflation Maximum dive forward or roll angle	n Less than 90° a Dive or roll angle 15° to 45° r Spontaneous re-inflation	Less than 90°
Change of course until re-inflation Maximum dive forward or roll angle Re-inflation behaviou	n Less than 90° e Dive or roll angle 15° to 45° r Spontaneous re-inflation e Less than 360°	Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation
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Change of course until re-inflation Maximum dive forward or roll anglo Re-inflation behaviou Total change of course Collapse on the opposite side occurs	n Less than 90° a Dive or roll angle 15° to 45° r Spontaneous re-inflation a Less than 360° 5 No	Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No
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Change of course until re-inflation Maximum dive forward or roll anglo Re-inflation behaviou Total change of course Collapse on the opposite side occurs Twist occurs	n Less than 90° a Dive or roll angle 15° to 45° r Spontaneous re-inflation a Less than 360° 5 No	Less than 90° Dive or roll angle 15° to 45° Spontaneous re-inflation Less than 360° No
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Low speed spin tendency	ia.	A	
Spin oc	ccurs No	No	
	1		
Recovery from a developed spin	'A	'A	
Spin rotation angle after release Stops spinning in less than 90°		Stops spinning in less than 90°	
Cascade oc	ccurs No	No	
B-line stall	A	Å	
Change of course before rele	ease Changing course less than 45°	Changing course less than 45°	
Behaviour before release Remains stable with straight span		Remains stable with straight span	
Reco	very Spontaneous in less than 3 s	Spontaneous in less than 3 s	
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°	
Cascade oc	ccurs No	No	
Big ears	A	A	
Entry proce	dure Dedicated controls	Dedicated controls	
Behaviour during big		Stable flight	
	very Spontaneous in less than 3 s	Spontaneous in less than 3 s	
	exit Dive forward 0° to 30°	Dive forward 0° to 30°	
-			
Big ears in accelerated flight	A	A	
Entry proce	dure Dedicated controls	Dedicated controls	
Behaviour during big ears Stable flight		Stable flight	
Reco	very Spontaneous in less than 3 s	Spontaneous in less than 3 s	
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°	
Behaviour immediately after releasing the Stable flight Stable flight accelerator while maintaining big ears		Stable flight	
Behaviour exiting a steep spiral	A	A	
Tendency to return to straight flight Spontaneous exit		Spontaneous exit	
Turn angle to recover normal flight Less than 720°, spontaneous recovery		Less than 720°, spontaneous recovery	
Sink rate when evaluating spiral stability [n	m/s] 14	14	
Alternative means of directional control	ÅA	¦A	
180° turn achievable in	20 s Yes	Yes	
Stall or spin oc	ccurs No	No	
Any other flight procedure and/or configur	ation described in the user's manual		
1			
No other flight procedure or configuration described in the user's manual			

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