



DHV-tested Equipment

Flying Equipment Database

Manufacturers / Dealers

Flying Schools

Clubs

DHV Databases

TECHNICAL DATA

DHV TESTREPORT LTF

DATASHEET

PARTS LIST


OPERATING INSTRUCTION

PRINT





DHV TESTREPORT EN926-2:2014

GRADIENT GO 28

Type designation	Gradient GO 28	
Type test reference no	DHV GS-01-2490-19	
Holder of certification	Gradient s.r.o.	
Manufacturer	Gradient s.r.o.	
Classification	A	
Winch towing	Yes	
Number of seats min / max	1 / 1	
Accelerator	Yes	
Trimmers	No	

	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (90KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (115KG)
--	--	---

Test pilots	 Harald Buntz	 Sebastian Mackrodt
	No release	No release

Inflation/take-off A A

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

Landing A A

Special landing technique required	No	No
---	----	----

Speeds in straight flight A 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 A

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

Pitch stability operating controls during accelerated flight A A

Collapse occurs	No	No
------------------------	----	----

Roll stability and damping A A

Oscillations	Reducing	Reducing
---------------------	----------	----------

Stability in gentle spirals A A

Tendency to return to straight flight	Spontaneous exit	Spontaneous exit
--	------------------	------------------

en : Verhalten beim Verlassen einer vollständigen Steilspirale A A

en : Erstes Ansprechen des Gleitschirms (die ersten 180°)	en : unmittelbare Verringerung der Drehgeschwindigkeit	en : unmittelbare Verringerung der Drehgeschwindigkeit
--	--	--

Tendency to return to straight flight	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)
--	---	---

Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
--	--------------------------------------	--------------------------------------

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 exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course	Keeping course	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe		
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 exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course	Entering a turn of less than 90°	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe		
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 exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course	Entering a turn of less than 90°	Keeping course
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
Exiting deep stall (parachutal stall)		
Deep stall achieved	Yes	Yes
Recovery	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°
Change of course	Changing course less than 45°	Changing course less than 45°
Cascade occurs	No	No
High angle of attack recovery		
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No
Recovery from a developed full stall		
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Collapse	No collapse	No collapse
Cascade occurs (other than collapses)	No	No
Rocking back	Less than 45°	Less than 45°
Line tension	Most lines tight	Most lines tight
en : Kleiner einseitiger Klapper		
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 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	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
en : Großer einseitiger Klapper		
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	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
en : Kleiner einseitiger Klapper im beschleunigten Flug		
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 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	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no
en : Großer einseitiger Klapper im beschleunigten Flug		

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	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
Twist occurs	No	No
Cascade occurs	No	No
en : Faltleinen wurden benutzt	no	no

Directional control with a maintained asymmetric collapse	A	A
--	----------	----------

Able to keep course	Yes	Yes
180° turn away from the collapsed side possible in 10 s	Yes	Yes
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	More than 50 % of the symmetric control travel

Trim speed spin tendency	A	A
---------------------------------	----------	----------

Spin occurs	No	No
--------------------	----	----

Low speed spin tendency	A	A
--------------------------------	----------	----------

Spin occurs	No	No
--------------------	----	----

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 occurs	No	No

B-line stall	A	A
---------------------	----------	----------

Change of course before release	Changing course less than 45°	Changing course less than 45°
Behaviour before release	Remains stable with straight span	Remains stable with straight span
Recovery	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 occurs	No	No

Big ears	A	A
-----------------	----------	----------

Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	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°

Big ears in accelerated flight	A	A
---------------------------------------	----------	----------

Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in 3 s to 5 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 accelerator while maintaining big ears	Stable flight	Stable flight

Alternative means of directional control	A	A
---	----------	----------

180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	No

Any other flight procedure and/or configuration described in the user's manual		
---	--	--

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