



DHV TEST REPORT LTF 2003

ADVANCE ALPHA 4 HIKE 28	
Type designation	Advance Alpha 4 Hike 28
Type test reference no	DHV GS-01-1769-08
Holder of certification	<a href="#">ADVANCE Thun AG</a>
Manufacturer	<a href="#">ADVANCE Thun AG</a>
Classification	1-2 GH
Winch towing	No
Number of seats min / max	1 / 1
Accelerator	Yes
Trimmers	No



	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (80KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (125KG)
	The manufacturer does not want the videos of this test flight to be published.	
<b>Take off</b>	1	1
<b>Inflation</b>	evenly, immediately	evenly, immediately
<b>Rising behaviour</b>	immediately comes over pilot	immediately comes over pilot
<b>Take off speed</b>	average	average
<b>Take off handling</b>	easy	easy
<b>Straight flight</b>	1	1
<b>Roll damping</b>	high	average
<b>Turn handling</b>	1	1
<b>Spin tendency</b>	not available	not available
<b>Control travel</b>	high	high
<b>Agility</b>	average	average
<b>Symmetric stall</b>	1-2	1
<b>Deep-stall limit</b>	average 60 cm - 75 cm	late > 75 cm
<b>Full stall limit</b>	average 65 cm - 80 cm	late > 80 cm
<b>Increase in steering power</b>	high	high
<b>Front collapse</b>	1-2	1
<b>Pre-acceleration</b>	average	average
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, quickly
<b>Asymmetric collapse</b>	1	1
<b>Turn tendency</b>	< 90 degrees	90 - 180 degrees
<b>Change of course</b>	90 - 180 degrees	90 - 180 degrees
<b>Rate of turn</b>	average	average
<b>Max. roll/pitch angle</b>	less than 45 degrees	with deceleration less than 45 degrees
<b>Loss of altitude</b>	average	average
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous	spontaneous
<b>Countersteering an asymmetric collapse</b>	1	1
<b>Stabilization</b>	countersteering easy	countersteering easy
<b>Control travel</b>	high	high
<b>Control pressure increase</b>	high	high
<b>Turn in opposite direction</b>	easy, no tendency to stall	easy, no tendency to stall
<b>Opening behaviour</b>	spontaneous, quickly	spontaneous, quickly

<b>Full stall, symm. exit</b>	<b>1</b>	<b>1-2</b>
<b>Spin out of straight flight</b>	<b>1</b>	<b>1</b>
<b>Spin out of turn</b>	<b>1</b>	<b>1</b>
<b>Spiral dive</b>	<b>1</b>	<b>1</b>
<b>Entry</b>	easy	easy
<b>Spin tendency</b>	slight	not available
<b>Exit</b>	turn continues through < 180 degrees	turn continues through < 180 degrees
<b>Sink rate after 720 ° [m/s]</b>	11	15
<b>B-line stall</b>	<b>1</b>	<b>1</b>
<b>Entry</b>	easy	easy
<b>Exit</b>	spontaneous	spontaneous
<b>Big ears</b>	<b>1</b>	<b>1</b>
<b>Entry</b>	easy	easy
<b>Recovery</b>	spontaneous, quickly	spontaneous, quickly
<b>Landing</b>	<b>1</b>	<b>1</b>
<b>Landing behaviour</b>	easy	easy
<b>Front collapse (accelerated)</b>	<b>1-2</b>	<b>1-2</b>
<b>Pre-acceleration</b>	average	average
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	<b>1</b>	<b>1-2</b>
<b>Turn tendency</b>	< 90 degrees	90 - 180 degrees
<b>Change of course</b>	90 - 180 degrees	90 - 180 degrees
<b>Rate of turn</b>	average	average
<b>Max. roll/pitch angle</b>	less than 45 degrees	less than 45 degrees
<b>Loss of altitude</b>	average	average
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous	spontaneous
<b>Big ears accelerated</b>	<b>1</b>	<b>1</b>
<b>Entry</b>	easy	easy
<b>Recovery</b>	spontaneous, quickly	spontaneous, quickly

by jursa consulting