



DHV TEST REPORT LTF 2003

ADVANCE BI BETA 4 38

Type designation	Advance Bi Beta 4 38
Type test reference no	DHV GS-01-1766-08
Holder of certification	ADVANCE Thun AG
Manufacturer	ADVANCE Thun AG
Classification	1-2 Biplace
Winch towing	Yes
Number of seats min / max	2 / 2
Accelerator	No
Trimmers	Yes



	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (115KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (195KG)
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	The manufacturer does not want the videos of this test flight to be published.	The manufacturer does not want the videos of this test flight to be published.
Take off	1	1
Inflation	evenly, immediately	evenly, immediately
Rising behaviour	immediately comes over pilot	immediately comes over pilot
Take off speed	average	average
Take off handling	easy	easy
Straight flight	1	1-2
Roll damping	high	average
Turn handling	1-2	1-2
Spin tendency	slight	slight
Control travel	high	high
Agility	average	average
Symmetric stall	1	1
Deep-stall limit	late > 75 cm	late > 75 cm
Full stall limit	late > 80 cm	late > 80 cm
Increase in steering power	high	high
Front collapse	1-2	1-2
Pre-acceleration	average	average
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Asymmetric collapse	1-2	1-2
Turn tendency	90 - 180 degrees	90 - 180 degrees
Change of course	90 - 180 degrees	90 - 180 degrees
Rate of turn	average	average
Max. roll/pitch angle	less than 45 degrees	less than 45 degrees
Loss of altitude	high	high
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous
Countersteering an asymmetric collapse	1	1
Stabilization	countersteering easy	countersteering easy
Control travel	high	high
Control pressure increase	high	high
Turn in opposite direction	easy, no tendency to stall	easy, no tendency to stall
Opening behaviour	spontaneous, quickly	spontaneous, quickly

Full stall, symm. exit	1-2	1-2
Spin out of straight flight	1	1
Spin out of turn	1-2	1-2
Spiral dive	1-2	1-2
Entry easy		easy
Spin tendency slight		slight
Exit turn continues through < 180 degrees		turn continues through < 180 degrees
Sink rate after 720 ° [m/s] 14		14
B-line stall	1	1-2
Entry easy		easy
Exit spontaneous		spontaneous
Big ears	1-2	1-2
Entry easy		easy
Recovery delayed acceleration < 4 sec		not spontaneously
Landing	1	1-2
Landing behaviour easy		average
Supplementary remarks		
	Trudeln Trimmgeschwindigkeit nicht durchführbar	Trudeln Trimmgeschwindigkeit nicht durchführbar

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