



**Type** Advance Omega 7/24  
**Certificate-No** DHV GS-01-1554-06  
**Holder of certificate** [ADVANCE Thun AG](#)  
**Manufacturer** [ADVANCE Thun AG](#)  
**Classification** 2-3 GH  
**Winch tow** Yes  
**Number of seats min / 1 / 1**  
**Number of seats max**  
**Accelerator?** Yes  
**Trimmers?** No



	BEHAVIOUR AT MIN WEIGHT IN FLIGHT(70 KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT(90 KG)
<b>Take off</b>	<b>2</b>	<b>2</b>
<b>Inflation</b>	unevenly, delayed	unevenly, delayed
<b>Rising behaviour</b>	comes over pilot delayed	comes over pilot delayed
<b>Take off speed</b>	average	average
<b>Take off handling</b>	average	average
<b>Straight flight</b>	<b>2</b>	<b>2</b>
<b>Roll damping</b>	average	average
<b>Turn handling</b>	<b>2</b>	<b>2</b>
<b>Spin tendency</b>	average	slight
<b>Control travel</b>	average	average
<b>Agility</b>	average	average
<b>Symmetric stall</b>	<b>2-3</b>	<b>2</b>
<b>Deep-stall limit</b>	early < 60 cm	average 60 cm - 75 cm
<b>Full stall limit</b>	early < 65 cm	average 65 cm - 80 cm
<b>Increase in steering power</b>	average	average
<b>Front collapse</b>	<b>2-3</b>	<b>2-3</b>
<b>Pre-acceleration</b>	average	average
<b>Opening behaviour</b>	not spontaneously symmetrically activating the controls	spontaneous, delayed
<b>Asymmetric collapse</b>	<b>2-3</b>	<b>2-3</b>
<b>Turn tendency</b>	> 360 degrees	90 - 180 degrees
<b>Change of course</b>	> 360 degrees	180 - 360 degrees
<b>Rate of turn</b>	average	high with deceleration
<b>Max. roll/pitch angle</b>	greater than 45 degrees	greater than 45 degrees
<b>Loss of altitude</b>	high	average
<b>Stabilization</b>	countersteering easy	spontaneous
<b>Opening behaviour</b>	not spontaneously reopening demanding	spontaneous, delayed
<b>Countersteering an asymmetric collapse</b>	<b>2-3</b>	<b>2</b>
<b>Stabilization</b>	countersteering easy	countersteering easy
<b>Control travel</b>	average	average



<b>Control pressure increase</b>	average	average
<b>Turn in opposite direction</b>	demanding, tendency to stall	easy, no tendency to stall
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Full stall, symm. exit</b>	2-3	2
<b>Spin out of straight flight</b>	2-3	2
<b>Spin out of turn</b>	2	2
<b>Spiral dive</b>	2	2-3
<b>Entry</b>	average	average
<b>Spin tendency</b>	slight	slight
<b>Exit</b>	turn continues through < 180 degrees	turn continues through > 360 degrees
<b>Sink rate after 720 °[m/s]</b>	11	12
<b>B-line stall</b>	2-3	2-3
<b>Entry</b>	demanding	demanding
<b>Exit</b>	spontaneous	spontaneous
<b>Big ears</b>	2	1-2
<b>Entry</b>	easy	easy
<b>Recovery</b>	not spontaneously	spontaneous, quickly
<b>Landing</b>	2	2
<b>Landing behaviour</b>	average	average
<b>Front collapse (accelerated)</b>	2-3	2-3
<b>Pre-acceleration</b>	slight	average
<b>Opening behaviour</b>	not spontaneously symmetrically activating the controls	spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	2-3	2-3
<b>Turn tendency</b>	> 360 degrees	180 - 360 degrees
<b>Change of course</b>	> 360 degrees	> 360 degrees
<b>Rate of turn</b>	average	high with deceleration
<b>Max. roll/pitch angle</b>	greater than 45 degrees	greater than 45 degrees
<b>Loss of altitude</b>	high	average
<b>Stabilization</b>	countersteering easy	spontaneous
<b>Opening behaviour</b>	not spontaneously reopening demanding	spontaneous, delayed
<b>Big ears accelerated</b>	2	2
<b>Entry</b>	easy	easy
<b>Recovery</b>	not spontaneously	not spontaneously
<b>Supplementary remarks</b>	Asymmetric collapse and asymmetric collapse (accelerated): tendency for reactionary collapse on opposing canopy side with flight path directional change and difficult recovery. Full Stall: very difficult stall behaviour	Asymmetric collapse and asymmetric collapse (accelerated): tendency for reactionary collapse on opposing canopy side with flight path directional change and difficult recovery.