DHV

TEST REPORT DHV 03 ADVANCE OMEGA 7/26

Type	Advance Omega 7/26
Certificate-No	DHV GS-01-1548-06
Holder of certificate	ADVANCE Thun AG
Manufacturer	ADVANCE Thun AG
Classification	2-3 GH
Winch tow	Yes
Number of seats min / Number of seats max	1 / 1
Accelerator?	Yes
Trimmers?	No

	BEHAVIOUR AT MIN WEIGHT IN FLIGHT(80 KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT(103 KG)
Take off	**2**	**2**
Inflation	unevenly, delayed	unevenly, delayed
Rising behaviour	comes over pilot delayed	comes over pilot delayed
Take off speed	slight	slight
Take off handling	average	average
Straight flight	**2-3**	**2**
Roll damping	slight	average
Turn handling	**2-3**	**2**
Spin tendency	average	slight
Control travel	average	average
Agility	average	average
Symmetric stall	**2**	**2**
Deep-stall limit	average 60 cm - 75 cm	average 60 cm - 75 cm
Full stall limit	average 65 cm - 80 cm	average 65 cm - 80 cm
Increase in steering power	average	average
Front collapse	**2-3**	**2-3**
Pre-acceleration	average	average
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Asymmetric collapse	**2-3**	**2-3**
Turn tendency	> 360 degrees	180 - 360 degrees
Change of course	> 360 degrees	> 360 degrees
Rate of turn	average	high with deceleration
Max. roll/pitch angle	greater than 45 degrees	greater than 45 degrees
Loss of altitude	high	high
Stabilization	countersteering demanding	spontaneous
Opening behaviour	not spontaneously reopening demanding	spontaneous, delayed
Countersteering an asymmetric collapse	**2-3**	**2**
Stabilization	countersteering demanding	countersteering easy
Control travel	slight	average
Control pressure increase	average	average
Turn in opposite direction	demanding, tendency to stall	easy, no tendency to stall
Opening	spontaneous, delayed	spontaneous, delayed

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behaviour		
Full stall, symm. exit	**2**	**2**
Spin out of straight flight	**2**	**2**
Spin out of turn	**2**	**2**
Spiral dive	**2-3**	**2-3**
Entry	average	average
Spin tendency	slight	slight
Exit	turn continues through > 360 degrees	turn continues through > 360 degrees
Sink rate after 720 °[m/s]	14	14
B-line stall	**2-3**	**2-3**
Entry	demanding	demanding
Exit	spontaneous	spontaneous
Big ears	**2**	**1-2**
Entry	demanding	easy
Recovery	spontaneous, quickly	spontaneous, quickly
Landing	**2**	**2**
Landing behaviour	average	average
Front collapse (accelerated)	**2-3**	**2-3**
Pre-acceleration	average	average
Opening behaviour	spontaneous, delayed	spontaneous, delayed
	symmetrically activating the controls	
Asymmetric collapse (accelerated)	**2-3**	**2-3**
Turn tendency	> 360 degrees	> 360 degrees
Change of course	> 360 degrees	> 360 degrees
Rate of turn	average	high
		with deceleration
Max. roll/pitch angle	greater than 45 degrees	greater than 45 degrees
Loss of altitude	high	high
Stabilization	countersteering demanding	countersteering easy
Opening behaviour	not spontaneously	not spontaneously
	reopening demanding	with pumping
Big ears accelerated	**2**	**2**
Entry	demanding	easy
Recovery	not spontaneously	not spontaneously
Supplementary remarks	Asymetric collapse and asymetric collapse (accelerated): tendency for reactionary collapse on opposing canopy side with flight path directional change and difficult recovery.	Asymetric collapse and asymetric collapse (accelerated): tendency for reactionary collapse on opposing canopy side with flight path directional change and difficult recovery.

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