



TEST REPORT DHV 03 ADVANCE OMEGA 7/30

**Type** Advance Omega 7/30  
**Certificate-No** DHV GS-01-1550-06

**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(100 KG)**

**Take off** 2  
**Inflation** unevenly, delayed  
**Rising behaviour** comes over pilot delayed  
**Take off speed** slight  
**Take off handling** average  
**Straight flight** 2-3  
**Roll damping** slight  
**Turn handling** 2-3  
**Spin tendency** average  
**Control travel** average  
**Agility** average  
**Symmetric stall** 2-3  
**Deep-stall limit** early < 60 cm  
**Full stall limit** early < 65 cm  
**Increase in steering power** average  
**Front collapse** 2  
**Pre-acceleration** average  
**Opening behaviour** spontaneous, delayed

**Asymmetric collapse** 2-3  
**Turn tendency** > 360 degrees  
**Change of course** > 360 degrees  
**Rate of turn** average  
**Max. roll/pitch angle** greater than 45 degrees  
**Loss of altitude** high  
**Stabilization** countersteering demanding  
**Opening behaviour** not spontaneously reopening demanding

**Countersteering an asymmetric collapse** 2-3  
**Stabilization** countersteering demanding  
**Control travel** slight  
**Control pressure increase** average  
**Turn in opposite direction** demanding, tendency to stall  
**Opening behaviour** spontaneous, delayed

**BEHAVIOUR AT MAX WEIGHT IN FLIGHT(130 KG)**

**Take off** 2  
**Inflation** unevenly, delayed  
**Rising behaviour** comes over pilot delayed  
**Take off speed** slight  
**Take off handling** average  
**Straight flight** 2-3  
**Roll damping** slight  
**Turn handling** 2-3  
**Spin tendency** average  
**Control travel** average  
**Agility** average  
**Symmetric stall** 2-3  
**Deep-stall limit** early < 60 cm  
**Full stall limit** early < 65 cm  
**Increase in steering power** average  
**Front collapse** 2  
**Pre-acceleration** average  
**Opening behaviour** spontaneous, delayed

**Asymmetric collapse** 2-3  
**Turn tendency** > 360 degrees  
**Change of course** > 360 degrees  
**Rate of turn** average  
**Max. roll/pitch angle** greater than 45 degrees  
**Loss of altitude** high  
**Stabilization** countersteering demanding not spontaneously reopening demanding

**Countersteering an asymmetric collapse** 2-3  
**Stabilization** countersteering demanding  
**Control travel** average  
**Control pressure increase** average  
**Turn in opposite direction** demanding, tendency to stall  
**Opening behaviour** spontaneous, delayed



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