



DHV TEST REPORT LTF 2003

**ADVANCE SIGMA 7 23**

Type designation	Advance Sigma 7 23
Type test reference no	DHV GS-01-1781-08
Holder of certification	<a href="#">ADVANCE Thun AG</a>
Manufacturer	<a href="#">ADVANCE Thun AG</a>
Classification	2 GH
Winch towing	Yes
Number of seats min / max	1 / 1
Accelerator	Yes
Trimmers	No



	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (60KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (80KG)
--	--	--

	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.
<b>Take off</b>	1-2	1-2
<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>	average	average
<b>Straight flight</b>	1-2	1-2
<b>Roll damping</b>	average	average
<b>Turn handling</b>	2	2
<b>Spin tendency</b>	average	slight
<b>Control travel</b>	average	average
<b>Agility</b>	high	high
<b>Symmetric stall</b>	2	2
<b>Deep-stall limit</b>	average 60 cm - 75 cm	average 60 cm - 75 cm
<b>Full stall limit</b>	average 65 cm - 80 cm	average 65 cm - 80 cm
<b>Increase in steering power</b>	high	high
<b>Front collapse</b>	1-2	2
<b>Pre-acceleration</b>	average	average
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse</b>	1-2	2
<b>Turn tendency</b>	90 - 180 degrees	180 - 360 degrees
<b>Change of course</b>	180 - 360 degrees	180 - 360 degrees
<b>Rate of turn</b>	average with deceleration	average with deceleration
<b>Max. roll/pitch angle</b>	less than 45 degrees	greater than 45 degrees
<b>Loss of altitude</b>	high	high
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous	spontaneous
<b>Countersteering an asymmetric collapse</b>	1-2	1-2
<b>Stabilization</b>	countersteering easy	countersteering easy
<b>Control travel</b>	average	average
<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, delayed	spontaneous, delayed

<b>Full stall, symm. exit</b>	1-2	1-2
<b>Spin out of straight flight</b>	1-2	1-2
<b>Spin out of turn</b>	1-2	1-2
<b>Spiral dive</b>	2	2
<b>Entry</b>	easy	easy
<b>Spin tendency</b>	average	slight
<b>Exit</b>	turn continues through 180 - 360 degrees	turn continues through 180 - 360 degrees
<b>Sink rate after 720 ° [m/s]</b>	13	13
<b>B-line stall</b>	1	1
<b>Entry</b>	easy	easy
<b>Exit</b>	spontaneous	spontaneous
<b>Big ears</b>	1-2	1-2
<b>Entry</b>	easy	easy
<b>Recovery</b>	delayed acceleration < 4 sec	delayed acceleration < 4 sec
<b>Landing</b>	1-2	1-2
<b>Landing behaviour</b>	average	average
<b>Front collapse (accelerated)</b>	2	2
<b>Pre-acceleration</b>	slight	slight
<b>Opening behaviour</b>	not spontaneously symmetrically activating the controls	not spontaneously symmetrically activating the controls
<b>Asymmetric collapse (accelerated)</b>	2	2
<b>Turn tendency</b>	180 - 360 degrees	180 - 360 degrees
<b>Change of course</b>	180 - 360 degrees	180 - 360 degrees
<b>Rate of turn</b>	average with deceleration	average with deceleration
<b>Max. roll/pitch angle</b>	greater than 45 degrees	greater than 45 degrees
<b>Loss of altitude</b>	high	high
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous	spontaneous
<b>Big ears accelerated</b>	1-2	1-2
<b>Entry</b>	easy	easy
<b>Recovery</b>	delayed acceleration < 4 sec	delayed acceleration < 4 sec
<b>Supplementary remarks</b>		

Asymmetric Tuck: Tendency to collapse on the opposite side, without change of flight direction