



DHV TEST REPORT LTF 2003

ADVANCE SIGMA 7 26

Type designation	Advance Sigma 7 26
Type test reference no	DHV GS-01-1775-08
Holder of certification	ADVANCE Thun AG
Manufacturer	ADVANCE Thun AG
Classification	2 GH
Winch towing	Yes
Number of seats min / max	1 / 1
Accelerator	Yes
Trimmers	No



	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (70KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (95KG)
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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	1-2	1-2
Inflation	evenly, immediately	evenly, immediately
Rising behaviour	immediately comes over pilot	immediately comes over pilot
Take off speed	average	average
Take off handling	average	average
Straight flight	1-2	1-2
Roll damping	average	average
Turn handling	2	2
Spin tendency	average	slight
Control travel	average	average
Agility	high	high
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	high	high
Front collapse	1-2	2
Pre-acceleration	average	average
Opening behaviour	spontaneous, delayed	spontaneous, delayed symmetrically activating the controls
Asymmetric collapse	1-2	2
Turn tendency	90 - 180 degrees	90 - 180 degrees
Change of course	180 - 360 degrees	180 - 360 degrees
Rate of turn	average with deceleration	high
Max. roll/pitch angle	less than 45 degrees	greater than 45 degrees
Loss of altitude	high	high
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous
Countersteering an asymmetric collapse	1-2	1-2
Stabilization	countersteering easy	countersteering easy
Control travel	average	high
Control pressure increase	high	high
Turn in opposite direction	easy, no tendency to stall	easy, no tendency to stall

	Opening behaviour spontaneous, delayed	spontaneous, delayed
Full stall, symm. exit	1-2	1-2
Spin out of straight flight	1-2	2
Spin out of turn	1-2	1-2
Spiral dive	2	2
	Entry easy	easy
	Spin tendency average	slight
	Exit turn continues through 180 - 360 degrees	turn continues through > 360 degrees
	Sink rate after 720 ° [m/s] 13	16
B-line stall	1	1
	Entry easy	easy
	Exit spontaneous	spontaneous
Big ears	1-2	1-2
	Entry easy	easy
	Recovery delayed acceleration < 4 sec	not spontaneously
Landing	1-2	1-2
	Landing behaviour average	average
Front collapse (accelerated)	2	2
	Pre-acceleration slight	slight
	Opening behaviour not spontaneously symmetrically activating the controls	not spontaneously symmetrically activating the controls
Asymmetric collapse (accelerated)	2	2
	Turn tendency 180 - 360 degrees	90 - 180 degrees
	Change of course 180 - 360 degrees	180 - 360 degrees
	Rate of turn average with deceleration	high
	Max. roll/pitch angle greater than 45 degrees	greater than 45 degrees
	Loss of altitude high	high
	Stabilization spontaneous	spontaneous
	Opening behaviour spontaneous	spontaneous
Big ears accelerated	1-2	1-2
	Entry easy	easy
	Recovery delayed acceleration < 4 sec	not spontaneously
Supplementary remarks		

Asymmetric Tuck: Tendency to collapse on the opposite side, without change of flight direction
 en : Schirm zeigt tendenz bei Steilspiralenleitung zur Beschleunigung der Spirale