

Category	Paraglider
Type designation	Gradient Aspen 30
Manufacturer	Gradient s.r.o.
Type test reference no	DHV GS-01-1154-03
Type test standard(s) applied	Lufttüchtigkeitsforderungen für HG und GS
Date of certification	2003-07-29
Holder of certification in Germany	Turnpoint Fastline GmbH
Holder of certification in Austria	Turnpoint Fastline GmbH

Limits of operation

Classification	2 GH
Harness restriction	GH
Total weight in flight	105 Kg - 135 Kg
Number of seats	1
Winch towing	Yes
Inspection interval	24 Mo

Characteristics

Trimmers	No
Accelerator	Yes
Weight of glider without bag	6.3 Kg

TEST REPORT DHV 03 GRADIENT ASPEN 30

Type Gradient Aspen 30		
Certificate-No DHV GS-01-1154-03		
Holder of certificate Turnpoint Fastline GmbH		
Manufacturer Gradient s.r.o.		
Classification 2 GH		
Winch tow Yes		
Number of seats min / Number of seats max 1 / 1		
Accelerator? Yes		
Trimmers? No		
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT(105 KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT(135 KG)
Take off	1	1
	Inflation evenly, immediately	evenly, immediately
	Rising behaviour immediately comes over pilot	immediately comes over pilot
	Take off speed slight	slight
	Take off handling easy	easy
Straight flight	1-2	1-2
	Roll damping high	high
Turn handling	1-2	1-2
	Spin tendency slight	slight
	Control travel average	average
	Agility high	high
Symmetric stall	1-2	1-2
	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	2	2
	Pre-acceleration average	average
	Opening behaviour spontaneous, quickly	spontaneous, quickly
Asymmetric collapse	2	2
	Turn tendency 180 - 360 degrees	180 - 360 degrees
	Change of course 180 - 360 degrees	180 - 360 degrees
	Rate of turn average	average
	Max. roll/pitch angle greater than 45 degrees	greater than 45 degrees
	Loss of altitude average	average
	Stabilization spontaneous	spontaneous
	Opening behaviour spontaneous, quickly	spontaneous, quickly
Countersteering an asymmetric collapse	1-2	1-2
	Stabilization countersteering easy	countersteering easy
	Control travel average	average
	Control pressure increase high	high
	Turn in opposite direction easy, no tendency to stall	easy, no tendency to stall
	Opening behaviour spontaneous, quickly	spontaneous, quickly
Full stall, symm. exit	1-2	1-2
Spin out of straight flight	1-2	1-2
Spin out of turn	1-2	1-2
Spiral dive	1-2	1-2
	Entry easy	easy
	Spin tendency slight	slight
	Exit turn continues through < 180 degrees	turn continues through < 180 degrees
	Sink rate [m/s] 12	12
B-line stall	1	1
	Entry easy	easy
	Exit spontaneous	spontaneous
Big ears	1	1
	Entry easy	easy
	Recovery spontaneous, quickly	spontaneous, quickly
Landing	1-2	1-2
	Landing behaviour average	average

Front collapse (accelerated)	2	2
Pre-acceleration	average	average
Opening behaviour	spontaneous, delayed symmetrically activating the controls	spontaneous, delayed symmetrically activating the controls
Asymmetric collapse (accelerated)	2	2
Turn tendency	180 - 360 degrees	180 - 360 degrees
Change of course	180 - 360 degrees	180 - 360 degrees
Rate of turn	average with deceleration	average with deceleration
Max. roll/pitch angle	average	average
Loss of altitude	average	average
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Big ears accelerated	1	1
Entry	average	average
Recovery	average	average
Supplementary remarks		

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