



DHV paraglider test flight report

**Type designation Gradient Bright 28**

**Manufacturer Gradient s.r.o.**

**Type test reference no DHV GS-01-0972-02**

**Classification 1 GH**

**Number of seats 1**

**Winch towing Yes**

	<b>Behaviour at min weight in flight (90 kg)</b>	<b>Behaviour at max weight in flight (110 kg)</b>
<b>TAKE-OFF</b>	<b>1</b>	<b>1</b>
Inflation	evenly, immediately	evenly, immediately
Rising behaviour	immediately comes over pilot	immediately comes over pilot
Lift off speed	average	average
Take-off behaviour overall	easy	easy
<b>LEVEL FLIGHT</b>	<b>1</b>	<b>1</b>
Trim speed	37 km/h	37 km/h
Speed accelerated		47 km/h
Roll damping	average	average
<b>TURN BEHAVIOUR</b>	<b>1</b>	<b>1</b>
Spin tendency	not available	not available
Control travel	high	high
Agility	average	average
<b>SYMMETRIC STALL</b>	<b>1</b>	<b>1</b>
Deep stall limit	late > 75 cm	late > 75 cm
Full stall limit	late > 90 cm	late > 90 cm
Control pressure increase	high	high
<b>SYMMETRIC TUCK</b>	<b>1</b>	<b>1</b>
Tendency to shoot forward	slight	slight
Opening behaviour	spontaneous, quickly	spontaneous, quickly
<b>SYMMETRIC TUCK (ACCELERATED)</b>	<b>-</b>	<b>1</b>
Tendency to shoot forward	-	slight
Opening behaviour	- -	spontaneous, quickly
<b>ASYMMETRIC TUCK</b>	<b>1</b>	<b>1</b>
Turn	90 - 180 degrees	90 - 180 degrees
Rate of turn	slight	slight
Loss of altitude	average	average

Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous, delayed	spontaneous, delayed
<b>ASYMMETRIC TUCK (ACCELERATED)</b>	-	<b>1</b>
Turn	-	90 - 180 degrees
Rate of turn	- -	slight
Loss of altitude	-	average
Stabilization	-	spontaneous
Opening behaviour	- -	spontaneous, delayed
<b>COUNTERSTEERING AN ASYMMETRIC TUCK</b>	<b>1</b>	<b>1</b>
Stabilization	countersteering easy	countersteering easy
Control travel	high	high
Control pressure increase	high	high
Opposite turn	easy, no tendency to stall	easy, no tendency to stall
Opening behaviour	spontaneous, delayed	spontaneous, delayed
<b>FULLSTALL (symmetric exit)</b>	<b>1</b>	<b>1</b>
<b>FULLSTALL (asymmetric exit)</b>	<b>1</b>	<b>1</b>
<b>SPIN AT TRIM SPEED</b>	<b>1</b>	<b>1</b>
<b>SPIN IN STATIONARY TURN</b>	<b>1</b>	<b>1</b>
<b>SPIRAL DIVE</b>	<b>1</b>	<b>1</b>
Entry	easy	easy
Spin tendency	not available	not available
Exit	spontaneous	spontaneous
<b>B LINE STALL</b>	<b>1</b>	<b>1</b>
Entry	easy	easy
Exit	spontaneous	spontaneous
<b>LANDING</b>	<b>1</b>	<b>1</b>
Landing behaviour	easy	easy
<b>ADDITIONAL FLIGHT SAFETY REMARKS</b>		