

**DATA PARAGLIDER**[DHV test report](#)

<b>Category</b>	Paraglider
<b>Type designation</b>	Gradient Bright Classic 24
<b>Manufacturer</b>	Gradient s.r.o.
<b>Type test reference no</b>	DHV GS-01-1203-04
<b>Type test standard(s) applied</b>	Lufttüchtigkeitsforderungen für HG und GS
<b>Date of certification</b>	2004-03-04
<b>Holder of certification in Germany</b>	<a href="#">Turnpoint Fastline GmbH</a>
<b>Holder of certification in Austria</b>	<a href="#">Turnpoint Fastline GmbH</a>
<b>Limits of operation</b>	
<b>Classification</b>	1 GH
<b>Harness restriction</b>	GH
<b>Total weight in flight</b>	60 Kg - 80 Kg
<b>Number of seats</b>	1
<b>Winch towing</b>	Yes
<b>Inspection interval</b>	24 Mo
<b>Characteristics</b>	
<b>Trimmers</b>	No
<b>Accelerator</b>	Yes
<b>Weight of glider without bag</b>	5.3 Kg

Test report DHV 03 Gradient Bright Classic 24

Type	Gradient Bright Classic 24	
Certificate-No	DHV GS-01-1203-04	
Holder of certificate	<a href="#">Turnpoint Fastline GmbH</a>	
Manufacturer	Gradient s.r.o.	
Classification	1 GH	
Winch tow	Yes	
Number of seats min / Number of seats max	1 / 1	
Accelerator?	Yes	
Trimmers?	No	
	Behaviour at min weight in flight(60 Kg)	Behaviour at max weight in flight(80 Kg)
<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
Take off speed	average	average
Take off handling	easy	easy
<b>Straight flight</b>	<b>1</b>	<b>1</b>
Roll damping	average	average
<b>Turn handling</b>	<b>1</b>	<b>1</b>
Spin tendency	not available	not available
Control travel	average	average
Agility	average	average
<b>Symmetric stall</b>	<b>1</b>	<b>1</b>
Deep-stall limit	late > 75 cm	average 60 cm - 75 cm
Full stall limit	late > 90 cm	average 65 cm - 80 cm
Increase in steering power	high	average
<b>Front collapse</b>	<b>1</b>	<b>1</b>
Pre-acceleration	average	slight
Opening behaviour	spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse</b>	<b>1</b>	<b>1</b>
Turn tendency	< 90 degrees	< 90 degrees
Change of course	< 90 degrees	< 90 degrees
Rate of turn	slight	slight
Max. roll/pitch angle	less than 45 degrees	less than 45 degrees
Loss of altitude	slight	slight
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous, quickly
<b>Countersteering an asymmetric collapse</b>	<b>1</b>	<b>1</b>
Stabilization	spontaneous	countersteering easy
Control travel	high	average
Control pressure increase	high	average
Turn in opposite direction	easy, no tendency to stall	easy, no tendency to stall
Opening behaviour	spontaneous, quickly	spontaneous, quickly
<b>Full stall, symm. exit</b>	<b>1</b>	<b>1</b>
<b>Spin out of straight flight</b>	<b>1</b>	<b>1</b>
<b>Spin out of 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	turn continues through < 180 degrees
Sink rate [m/s]	8	8
<b>B-line stall</b>	<b>1</b>	<b>1</b>
Entry	easy	easy
Exit	spontaneous	spontaneous
<b>Big ears</b>	<b>1</b>	<b>1</b>
Entry	easy	easy
Recovery	spontaneous, quickly	spontaneous, quickly
<b>Landing</b>	<b>1</b>	<b>1</b>
Landing behaviour	easy	easy

<b>Front collapse (accelerated)</b>	<b>1</b>	<b>1</b>
Pre-acceleration	average	slight
Opening behaviour	spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	<b>1</b>	<b>1</b>
Turn tendency	< 90 degrees	< 90 degrees
Change of course	90 - 180 degrees	< 90 degrees
Rate of turn	average with deceleration	slight
Max. roll/pitch angle	less than 45 degrees	less than 45 degrees
Loss of altitude	slight	slight
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous, quickly
<b>Big ears accelerated</b>	<b>1</b>	<b>1</b>
Entry	easy	easy
Recovery	spontaneous, quickly	spontaneous, quickly

Supplementary remarks

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