

Category	Paraglider
Type designation	Gradient Golden 26
Manufacturer	Gradient s.r.o.
Type test reference no	DHV GS-01-1163-03
Type test standard(s) applied	Lufttüchtigkeitsforderungen für HG und GS
Date of certification	2003-08-07
Holder of certification in Germany	Turnpoint Fastline GmbH
Holder of certification in Austria	Turnpoint Fastline GmbH
Limits of operation	
Classification	1-2 GH
Harness restriction	GH
Total weight in flight	80 Kg - 100 Kg
Number of seats	1
Winch towing	Yes
Inspection interval	24 Mo
Characteristics	
Trimmers	No
Accelerator	Yes
Weight of glider without bag	5.2 Kg

TEST REPORT DHV 03 GRADIENT GOLDEN 26

Type Gradient Golden 26		
Certificate-No DHV GS-01-1163-03		
Holder of certificate Turnpoint Fastline GmbH		
Manufacturer Gradient s.r.o.		
Classification 1-2 GH		
Winch tow Yes		
Number of seats min / Number of seats max 1 / 1		
Accelerator? Yes		
Trimmers? No		
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT(80 KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT(100 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	1
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	average	average
Front collapse	1-2	1-2
Pre-acceleration	average	average
Opening behaviour	spontaneous, quickly	spontaneous, delayed
Asymmetric collapse	1-2	1-2
Turn tendency	90 - 180 degrees	90 - 180 degrees
Change of course	90 - 180 degrees	90 - 180 degrees
Rate of turn	average with deceleration	average with deceleration
Max. roll/pitch angle	less than 45 degrees	less than 45 degrees
Loss of altitude	average	average
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous
Countersteering an asymmetric collapse	1-2	1-2
Stabilization	countersteering easy	countersteering easy
Control travel	average	average
Control pressure increase	average	average
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	1-2
Spin out of turn	1	1
Spiral dive	1	1-2
Entry	easy	easy
Spin tendency	slight	slight
Exit	turn continues through < 180 degrees	turn continues through < 180 degrees
Sink rate [m/s]	14	13
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	1

Landing behaviour	easy	easy
Front collapse (accelerated)	1-2	1-2
Pre-acceleration	average	average
Opening behaviour	spontaneous, quickly	spontaneous, quickly
Asymmetric collapse (accelerated)	1-2	1-2
Turn tendency	90 - 180 degrees	90 - 180 degrees
Change of course	180 - 360 degrees	180 - 360 degrees
Rate of turn	average	average
Max. roll/pitch angle	less than 45 degrees	less than 45 degrees
Loss of altitude	average	average
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous
Big ears accelerated	1	1
Entry	easy	easy
Recovery	spontaneous, quickly	spontaneous, quickly
Supplementary remarks		

06.12.2003 20:46:01

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