

DHV-tested Equipment

Flying Equipment Database

Manufacturers / Dealers

Flying Schools

Clubs

TECHNICAL DATA

DHV TESTREPORT LTF

DHV TESTREPORT EN

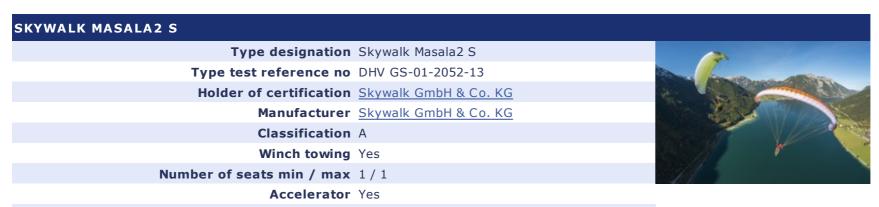
DATASHEET PARTS LIST

OPERATING INSTRUCTION





DHV TESTREPORT LTF 2009



Trimmers No

BEHAVIOUR AT MIN WEIGHT IN FLIGHT (70KG)



IN FLIGHT (95KG)

BEHAVIOUR AT MAX WEIGHT

Harald Buntz Reiner Brunn



Beni Stocker Expert Reiner Brunn

Inflation/take-off	A	A
Rising behav	riour Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique requ	uired No	No
Landing	¦A	A
Special landing technique requ	uired No	No
Speeds in straight flight	A	¦A
Trim speed more than 30 k	m/h Yes	Yes
Speed range using the controls larger tha k	n 10 Yes m/h	Yes
Minimum sp	peed Less than 25 km/h	Less than 25 km/h
Control movement	A	¦A
Symmetric control pres	sure Increasing	Increasing
Symmetric control tr	avel Greater than 55 cm	Greater than 60 cm
Pitch stability exiting accelerated flight	A	A
- I item stability exiting accordated inglic		
	exit Dive forward less than 30°	Dive forward less than 30°
	exit Dive forward less than 30°	
Dive forward angle on Collapse oc	exit Dive forward less than 30°	Dive forward less than 30°
Dive forward angle on Collapse oc	exit Dive forward less than 30°	Dive forward less than 30°
Dive forward angle on Collapse oc Pitch stability operating controls during accelerated flight	exit Dive forward less than 30° curs No	Dive forward less than 30° No
Dive forward angle on Collapse oc	exit Dive forward less than 30° curs No	Dive forward less than 30° No
Dive forward angle on Collapse oc Pitch stability operating controls during accelerated flight	exit Dive forward less than 30° curs No	Dive forward less than 30° No
Dive forward angle on Collapse oc Pitch stability operating controls during accelerated flight Collapse oc Roll stability and damping	exit Dive forward less than 30° curs No Accurs No	Dive forward less than 30° No A
Dive forward angle on Collapse oc Pitch stability operating controls during accelerated flight Collapse oc Roll stability and damping	exit Dive forward less than 30° curs No	Dive forward less than 30° No A No
Dive forward angle on Collapse oc Pitch stability operating controls during accelerated flight Collapse oc Roll stability and damping	exit Dive forward less than 30° curs No Accurs No	Dive forward less than 30° No A
Dive forward angle on Collapse oc Pitch stability operating controls during accelerated flight Collapse oc Roll stability and damping Oscillate	exit Dive forward less than 30° curs No A curs No A tions Reducing	Dive forward less than 30° No A Reducing
Dive forward angle on Collapse oc Pitch stability operating controls during accelerated flight Collapse oc Roll stability and damping Oscillate Stability in gentle spirals	exit Dive forward less than 30° curs No A curs No A tions Reducing	Dive forward less than 30° No A Reducing
Dive forward angle on Collapse oc Pitch stability operating controls during accelerated flight Collapse oc Roll stability and damping Oscillate Stability in gentle spirals	exit Dive forward less than 30° curs No A curs No A tions Reducing	Dive forward less than 30° No A Reducing
Pitch stability operating controls during accelerated flight Collapse oc Roll stability and damping Oscillate Stability in gentle spirals Tendency to return to straight f	exit Dive forward less than 30° curs No A curs No A tions Reducing A light Spontaneous exit	Dive forward less than 30° No A Reducing A Spontaneous exit
Dive forward angle on Collapse of Collapse	exit Dive forward less than 30° curs No LA curs No LA cions Reducing LA light Spontaneous exit LA urns Up to 12 m/s	Dive forward less than 30° No A Reducing A Spontaneous exit A Up to 12 m/s
Dive forward angle on Collapse oc Pitch stability operating controls during accelerated flight Collapse oc Roll stability and damping Oscillate Stability in gentle spirals Tendency to return to straight f	exit Dive forward less than 30° curs No A curs No A tions Reducing A light Spontaneous exit	Dive forward less than 30° No A Reducing A Spontaneous exit

End	try Rocking back less than 45°	Rocking back less than 45°
	•	-
	ery Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on e		Dive forward 0° to 30°
	se Keeping course	Keeping course
Cascade occu	irs No	No
Symmetric front collapse in accelerated flight	i A	iA
Ent	try Rocking back less than 45°	Rocking back less than 45°
Recove	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on e	xit Dive forward 0° to 30°	Dive forward 0° to 30°
Change of cour	se Keeping course	Keeping course
Cascade occu	irs No	No
Exiting deep stall (parachutal stall)	A	A
Deep stall achiev	ed Yes	Yes
-	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on e		Dive forward 0° to 30°
	se Changing course less than 45°	Changing course less than 45°
change or coar	Se changing coarse less than 45	Changing coarse less than 45
Cascade occi	ire No	No
Cascade occu	ırs No	No
High angle of attack recovery	¦ A	¦ A
High angle of attack recovery Recove	ery Spontaneous in less than 3 s	Spontaneous in less than 3 s
High angle of attack recovery	ery Spontaneous in less than 3 s	¦ A
High angle of attack recovery Recove Cascade occu	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s
High angle of attack recovery Recove	ery Spontaneous in less than 3 s	Spontaneous in less than 3 s
High angle of attack recovery Recove Cascade occu	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s
High angle of attack recovery Recover Cascade occur Recovery from a developed full stall Dive forward angle on e	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s No
High angle of attack recovery Recover Cascade occur Recovery from a developed full stall Dive forward angle on e	ry Spontaneous in less than 3 s Irs No A xit Dive forward 0° to 30° se No collapse	Spontaneous in less than 3 s No A Dive forward 0° to 30°
Recovery Recovery Cascade occur Recovery from a developed full stall Dive forward angle on e Collap Cascade occurs (other than collapse	ry Spontaneous in less than 3 s Irs No A xit Dive forward 0° to 30° se No collapse	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse
High angle of attack recovery Recover Cascade occur Recovery from a developed full stall Dive forward angle on e Collap Cascade occurs (other than collapse	ry Spontaneous in less than 3 s Irs No A xit Dive forward 0° to 30° se No collapse s) No	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse No
High angle of attack recovery Recover Cascade occur Recovery from a developed full stall Dive forward angle on e Collap Cascade occurs (other than collapse	A sry Spontaneous in less than 3 s Irs No A xit Dive forward 0° to 30° se No collapse ss) No ck Less than 45°	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse No Less than 45° Most lines tight
High angle of attack recovery Recover Cascade occur Recovery from a developed full stall Dive forward angle on e Collap Cascade occurs (other than collapse	A sry Spontaneous in less than 3 s Irs No A xit Dive forward 0° to 30° se No collapse ss) No ck Less than 45°	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse No Less than 45°
High angle of attack recovery Recover Cascade occur Recovery from a developed full stall Dive forward angle on e Collap Cascade occurs (other than collapsed Rocking ba Line tensi	A sry Spontaneous in less than 3 s surs No A sit Dive forward 0° to 30° se No collapse es) No ck Less than 45° on Most lines tight	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse No Less than 45° Most lines tight
High angle of attack recovery Recover Cascade occur Recovery from a developed full stall Dive forward angle on e Collap Cascade occurs (other than collapse Rocking ba Line tensi	A Sery Spontaneous in less than 3 sery Spontaneous in less than 4 sery Spontaneous in less tha	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse No Less than 45° Most lines tight
Recovery Recovery Cascade occur Recovery from a developed full stall Dive forward angle on e Collap Cascade occurs (other than collapse Rocking ba Line tensi Asymmetric collapse 45-50% Change of course until re-inflati Maximum dive forward or roll angle	A Sery Spontaneous in less than 3 sery Spontaneous in less than 4 sery Spontaneous in less tha	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse No Less than 45° Most lines tight A Less than 90°
High angle of attack recovery Recover Cascade occur Recovery from a developed full stall Dive forward angle on e Collap Cascade occurs (other than collapse Rocking ba Line tensi Asymmetric collapse 45-50% Change of course until re-inflati Maximum dive forward or roll angle	A Sery Spontaneous in less than 3 s Sery Spontane	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse No Less than 45° Most lines tight A Less than 90° Dive or roll angle 0° to 15°

Collapse on the opposite side occurs No		No
Twist occurs No		No
Cascade occurs No		No
Asymmetric collapse 70-75%	A	la .
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	s No	No
Twist occurs	s No	No
Cascade occurs	s No	No
Asymmetric collapse 45-50% in accelerated	A	A
flight		+
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviou	r Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs No		No
Twist occurs No		No
Cascade occurs No		No
Asymmetric collapse 70-75% in accelerated flight	A	A
Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviou	r Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	s No	No
Tudat a saum	- N-	
Twist occurs	5 INO	No
Cascade occurs		No No
Cascade occurs	s No	No
Directional control with a maintained asymmetric collapse	A Yes	No

in 10	s	
Amount of control range between turn and sta or spi	II More than 50 % of the symmetric control n travel	More than 50 % of the symmetric control travel
Trim speed spin tendency	<u> </u> A	<u> </u> A
Spin occur	s No	No
Low speed spin tendency	_ A	<u> </u> A
Spin occur	s No	No
Recovery from a developed spin	¦A	 A
Spin rotation angle after releas	e Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occur	s No	No
B-line stall	l _A	A
Change of course before releas	e Changing course less than 45°	Changing course less than 45°
Behaviour before releas	e Remains stable with straight span	Remains stable with straight span
Recover	y Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex	it Dive forward 0° to 30°	Dive forward 0° to 30°
Cascade occur	s No	No
Big ears	¦A	¦A
Entry procedur	e Dedicated controls	Dedicated controls
Behaviour during big ear	s Stable flight	Stable flight
Recover	y Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex	it Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	A	 A
Entry procedur	e Dedicated controls	Dedicated controls
Behaviour during big ear		Stable flight
	y Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex		Dive forward 0° to 30°
Behaviour immediately after releasing th accelerator while maintaining big ear		Stable flight
Debayious eviting a steam arius!	Å	A
Behaviour exiting a steep spiral	IA	

Tendency to return to straight flight Spontaneous exit	Spontaneous exit		
Turn angle to recover normal flight Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery		
Sink rate when evaluating spiral stability [m/s] 14	14		
Alternative means of directional control	¦A		
180° turn achievable in 20 s Yes	Yes		
Stall or spin occurs No	No		
Any other flight procedure and/or configuration described in the user's manual			
No other flight procedure or configuration described in the user's manual			

by jursaconsulting