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DHV-tested Equipment

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TECHNICAL DATA

DHV TESTREPORT LTF

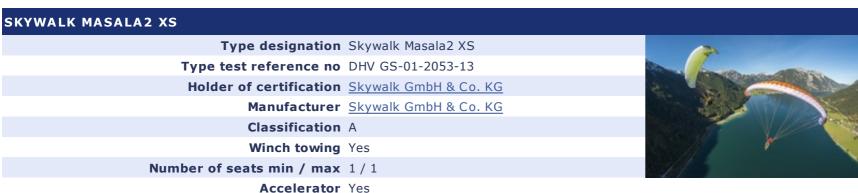
DHV TESTREPORT EN

DATASHEET PARTS LIST OPERATING INSTRUCTION

PRINT



DHV TESTREPORT LTF 2009



Trimmers No

BEHAVIOUR AT MIN WEIGHT IN FLIGHT (55KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (95KG)





Harald Buntz

Inflation/take-off	¦ A	A
Rising behavio	our Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique requir	red No	No
Landing	_ ¦A	LA L
Special landing technique requir	red No	No
Speeds in straight flight	<u> A</u>	A
Trim speed more than 30 km	n/h Yes	Yes
Speed range using the controls larger than km		Yes
Minimum spe	ed Less than 25 km/h	Less than 25 km/h
		1 -
Control movement	¦A	<u> </u>
Symmetric control pressu	ire Increasing	Increasing
Symmetric control trav	vel Greater than 55 cm	Greater than 60 cm
Pitch stability exiting accelerated flight	_ ¦ A	ı'A
	I D	
	xit Dive forward less than 30°	Dive forward less than 30°
Dive forward angle on e Collapse occu		Dive forward less than 30° No
Collapse occu	urs No	No
Pitch stability operating controls during accelerated flight	urs No	No No
Pitch stability operating controls during accelerated flight	urs No	No
Pitch stability operating controls during accelerated flight Collapse occurrence of the control	urs No	No No
Pitch stability operating controls during accelerated flight Collapse occurrence of the control	urs No A urs No	No No
Pitch stability operating controls during accelerated flight Collapse occurrence of the control	urs No A urs No	No No
Pitch stability operating controls during accelerated flight Collapse occur Roll stability and damping Oscillation	urs No LA urs No Reducing	No No A Reducing
Pitch stability operating controls during accelerated flight Collapse occur Roll stability and damping Oscillation Stability in gentle spirals	urs No LA urs No Reducing	No No No A Reducing A Spontaneous exit
Pitch stability operating controls during accelerated flight Collapse occur Roll stability and damping Oscillation Stability in gentle spirals	urs No LA urs No Reducing	No No A Reducing
Pitch stability operating controls during accelerated flight Collapse occur Roll stability and damping Oscillation Stability in gentle spirals Tendency to return to straight flight	urs No A ons Reducing A ght Spontaneous exit	No No A Reducing A Spontaneous exit
Pitch stability operating controls during accelerated flight Collapse occur Roll stability and damping Oscillation Stability in gentle spirals Tendency to return to straight flight	urs No A ons Reducing A ght Spontaneous exit	No No A Reducing A Spontaneous exit

Ent	ry Rocking back less than 45°	Rocking back less than 45°
	· · · ·	-
	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex		Dive forward 0° to 30°
	se Keeping course	Keeping course
Cascade occu	rs No	No
Symmetric front collapse in accelerated flight	ia_	iA
Ent	ry 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 ex	it Dive forward 0° to 30°	Dive forward 0° to 30°
Change of cours	se Keeping course	Keeping course
Cascade occu	rs No	No
Exiting deep stall (parachutal stall)	A	A
Deep stall achieve	ed Yes	Yes
-	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on ex		Dive forward 0° to 30°
	se Changing course less than 45°	Changing course less than 45°
Change of cours	changing course less than 45	Changing coarse less than 45
Cascade occu	rs No	No
Cascade occu	rs No	No
High angle of attack recovery	A	¦A
High angle of attack recovery Recove	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s
High angle of attack recovery	ry Spontaneous in less than 3 s	¦A
High angle of attack recovery Recover Cascade occu	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s
High angle of attack recovery Recover	ry Spontaneous in less than 3 s	Spontaneous in less than 3 s
High angle of attack recovery Recover Cascade occu	ry Spontaneous in less than 3 s rs No	Spontaneous in less than 3 s
High angle of attack recovery Recover Cascade occu Recovery from a developed full stall Dive forward angle on ex	ry Spontaneous in less than 3 s rs No	Spontaneous in less than 3 s No
High angle of attack recovery Recover Cascade occu Recovery from a developed full stall Dive forward angle on ex	y Spontaneous in less than 3 s rs No A Lit Dive forward 0° to 30° Se No collapse	Spontaneous in less than 3 s No A Dive forward 0° to 30°
Recovery Recovery Cascade occu Recovery from a developed full stall Dive forward angle on ex Collapse Cascade occurs (other than collapse)	y Spontaneous in less than 3 s rs No A Lit 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 occu Recovery from a developed full stall Dive forward angle on ex Collaps Cascade occurs (other than collapses	ry Spontaneous in less than 3 s rs No A Lit 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 occu Recovery from a developed full stall Dive forward angle on ex Collaps Cascade occurs (other than collapses	ry Spontaneous in less than 3 s rs No A Lit Dive forward 0° to 30° Se No collapse S) No Lk 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 occu Recovery from a developed full stall Dive forward angle on ex Collaps Cascade occurs (other than collapses	ry Spontaneous in less than 3 s rs No A Lit Dive forward 0° to 30° Se No collapse S) No Lk Less than 45°	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse No Less than 45°
Recovery Recovery Cascade occur Recovery from a developed full stall Dive forward angle on ex Collapse Cascade occurs (other than collapse) Rocking back Line tension	y Spontaneous in less than 3 s rs No A it Dive forward 0° to 30° se No collapse s) 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 Recovery Cascade occu Recovery from a developed full stall Dive forward angle on ex Collaps Cascade occurs (other than collapses Rocking back Line tension Asymmetric collapse 45-50% Change of course until re-inflation	y Spontaneous in less than 3 s rs No A tit Dive forward 0° to 30° se No collapse s) No ck Less than 45° on Most lines tight A on Less than 90°	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 Recovery Cascade occur Recovery from a developed full stall Dive forward angle on extended to the collapse of course until re-inflation of the collapse of course until re-inflation maximum dive forward or roll angle.	ry Spontaneous in less than 3 s rs No A it Dive forward 0° to 30° se No collapse s) No ck Less than 45° on Most lines tight A on Less than 90° le Dive or roll angle 15° to 45°	Spontaneous in less than 3 s No A Dive forward 0° to 30° No collapse No Less than 45° Most lines tight Less than 90° Dive or roll angle 0° to 15°
High angle of attack recovery Recovery Cascade occur Recovery from a developed full stall Dive forward angle on extended to the collapse of cours (other than collapse) Cascade occurs (other than collapse) Rocking backets of the collapse of course until re-inflation of the course until re-in	ry Spontaneous in less than 3 s rs No A Lit Dive forward 0° to 30° Se No collapse S) No Less than 45° On Most lines tight A On Less than 90° Le Dive or roll angle 15° to 45° Less than eous re-inflation	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°

Collapse on the opposite side occurs No		No
Twist occurs No		No
Cascade occurs	s 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	<u> </u>	+
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	s 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 behavious	r Spontaneous re-inflation	Spontaneous re-inflation
Re-inflation behavious Total change of course	•	Spontaneous re-inflation Less than 360°
	Less than 360°	•
Total change of course	Less than 360° No	Less than 360°
Total change of course Collapse on the opposite side occurs	Less than 360° No No	Less than 360° No
Total change of course Collapse on the opposite side occurs Twist occurs	Less than 360° No No	Less than 360° No No
Total change of course Collapse on the opposite side occurs Twist occurs	Less than 360° No No	Less than 360° No No
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs	Less than 360° 5 No 5 No 6 No	No No No
Total change of course Collapse on the opposite side occurs Twist occurs Cascade occurs Directional control with a maintained asymmetric collapse	Less than 360° S No S No S No Yes	Less than 360° No No 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			

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