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Flight test report



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Manufacturer	ADVANCE Thun AG	Certification number		PG_0190.2008	
Address	Seestrasse 14	Date of flight test		28. 11. 2008	
	3602 Thun	Ū			
	Switzerland				
Representative	Ripplinger Thomas	Place of test		Villeneuve	
Glider model	Epsilon 6 31	Classification		В	
Trimmer	no				
	Test pilot	Thurnheer Claude		Zoller Alain	
	•	Advance - Success 2 L		Advance - Success 2 L	
	Total weight in flight (kg)			130	
1. Inflation/Take-off		A		150	
Rising behaviour			А	Smooth, easy and constant rising	А
Special take off tech	nique required	No	A	No	A
2. Landing		A			
Special landing tech	nique required	No	А	No	А
3. Speed in straight	flight	Α			
Trim speed more than 30 km/h		Yes	А	Yes	А
Speed range using the controls larger than 10 km/h		Yes	А	Yes	А
Minimum speed		Less than 25 km/h	А	Less than 25 km/h	А
4. Control moveme	nt	Α			
Max. weight in flight	up to 80 kg				
Symmetric control pressure / travel		not available	0	not available	0
Max. weight in flight 80 kg to 100 kg					
		Increasing / greater than 60 cm	A	not available	0
Max. weight in flight greater than 100 kg					
Symmetric control pressure / travel		not available	0	Increasing / greater than 65 cm	A
		A Dive forward lass than 20%		Diversion of the second	•
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs 6. Pitch stability operating controls during accelerated		No A	A	No	A
flight	erating controls during accelerated	~			
Collapse occurs		No	А	No	А
7. Roll stability and	damping	Α			
Oscillations		Reducing	А	Reducing	А
8. Stability in gentle	e spirals	Α			
Tendency to return to	• •	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour in a st		В			
Sink rate after two tu		More than 14 m/s	В	More than 14 m/s	В
10. Symmetric front	collapse	B			
Entry		Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	n avit / Change of aguras	Spontaneous in 3 s to 5 s	B	Spontaneous in less than 3 s	A
-	n exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs		No	A	No	A
With accelerator		Pocking back loss than 45°	۸	Packing back loss than 45°	۸
Entry		Rocking back less than 45°	A B	Rocking back less than 45°	A A
Recovery		Spontaneous in 3 s to 5 s	D	Spontaneous in less than 3 s	А

Dive forward angle on exit / Change of course	Dive forward 0° to 30° / Keeping course	A	Dive forward 0° to 30° / Keeping course	A
Cascade occurs	No	А	No	А
11. Exiting deep stall (parachutal stall)	Α			
Deep stall achieved	Yes	А	Yes	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Change of course	Changing course less than 45°	А	Changing course less than 45°	А
Cascade occurs	No	А	No	А
12. High angle of attack recovery	Α			
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Cascade occurs	No	А	No	А
13. Recovery from a developed full stall	Α			
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Collapse	No collapse	А	No collapse	А
Cascade occurs (other than collapses)	No	А	No	А
Rocking back	Less than 45°	А	Less than 45°	А
Line tension	Most lines tight	А	Most lines tight	А
14. Asymmetric collapse	В			
With 50% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 0° to 15° $$	A	Less than 90° / Dive or roll angle 0° to 15° $$	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 50% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	Less than 90° / Dive or roll angle 15° to 45° $$	A	Less than 90° / Dive or roll angle 15° to 45°	A
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
With 75% collapse and accelerator				
Change of course until re-inflation / Maximum dive forward or roll angle	90° to 180° / Dive or roll angle 15° to 45°	В	90° to 180° / Dive or roll angle 15° to 45°	В
Re-inflation behaviour	Spontaneous re-inflation	А	Spontaneous re-inflation	А
Total change of course	Less than 360°	А	Less than 360°	А
Collapse on the opposite side occurs	No	А	No	А
Twist occurs	No	А	No	А
Cascade occurs	No	А	No	А
15. Directional control with a maintained asymmetric collapse	Α			
Able to keep course	Yes	А	Yes	А
180° turn away from the collapsed side possible in 10 s	Yes	А	Yes	А
Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	A	More than 50 % of the symmetric control travel	A
16. Trim speed spin tendency	Α			
Spin occurs	No	А	No	А

17. Low speed spin tendency	Α			
Spin occurs	No	А	No	А
18. Recovery from a developed spin	Α			
Spin rotation angle after release	Stops spinning in less than 90°	А	Stops spinning in less than 90°	А
Cascade occurs	No	А	No	А
19. B-line stall	Α			
Change of course before release	Changing course less than 45°	А	Changing course less than 45°	А
Behaviour before release	Remains stable with straight span	A	Remains stable with straight span	A
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Cascade occurs	No	А	No	А
20. Big ears	Α			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
21. Big ears in accelerated flight	Α			
Entry procedure	Dedicated controls	А	Dedicated controls	А
Behaviour during big ears	Stable flight	А	Stable flight	А
Recovery	Spontaneous in less than 3 s	А	Spontaneous in less than 3 s	А
Dive forward angle on exit	Dive forward 0° to 30°	А	Dive forward 0° to 30°	А
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	A	Stable flight	A
22. Behaviour exiting a steep spiral	Α			
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	Less than 720°, spontaneous recovery	A
Sink rate when evaluating spiral stability [m/s]	17		19	
23. Alternative means of directional control	Α			
180° turn achievable in 20 s	Yes	А	Yes	А
Stall or spin occurs	No	А	No	А
24. Any other flight procedure and/or configuration described in the user's manual	0			
Procedure works as described	not available	0	not available	0
Procedure suitable for novice pilots	not available	0	not available	0
Cascade occurs	not available	0	not available	0
25. Comments of test pilot				
Comments				