


**Deutscher Hängegleiterverband e.V. im DAeC**  
**DHV/OeAeC-Technikreferat**

 LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel  
 Beauftragter der österreichischen Luftfahrtbehörde

**GS TESTFLUG DHV03 APCO VISTA L**
**Test No** 019269-GSTF03-1167-christian

**Test date** 18.05.2007

**Type** Apco Vista L

**Test type** GS Testflug DHV03

**Order** Auftrag GS Musterprüfung Apco Vista L (Apco Aviation Ltd.)

**Customer** Apco Aviation Ltd.

**Test standard** Lufttüchtigkeitsforderungen für HG und GS

**Expert** Amon

**Result** positive

**Billing to:** 100%

**Technical peculiarities**
*25. Mai 2007*  
*in Amon*

 Deutscher Hängegleiterverband e.V.  
 Miesbacher Straße 2, 83703 Gmund

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 Datum / Unterschrift (Amon)

**DHV test flight main data**
**Harness type** Liga

**Take off weight [kg]** 103

**Weight limit for certification [kg]** 100

**Number of pilots** 1

**Trim speed [km/h]** 36

**Accelerated speed [km/h]** 0

**Classification** 1-2

**Supplementary remarks**
**PG test flight specific**
**Harness category** GH

**Accelerator used?** Yes

**Trimms** -

**DHV PG Test flight 2003 data**
**Take off**
**Take off class.** 1-2

**Inflation** evenly, immediately

**Rising behaviour** comes over pilot delayed

**Take off speed** average

**Take off handling** average

**Straight flight**
**Straight flight class.** 1-2

**Speed range** high

**Roll damping** average

**Pitch damping** average

**Yaw stability** average

**Turn handling**
**Turn handling class.** 1-2

**Spin tendency** slight

**Control travel** average

**Agility** average

**Control pressure increase** average

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**Control without brakes** control through rear risers possible

### Symmetric stall

**Deep-stall limit** 1-2

**Deep-stall limit** average 60 cm - 75 cm

**Full stall limit** average 65 cm - 80 cm

**Full stall with full steering way** yes, soft stall

**Falling back** average

**Increase in steering power** average

### Front collapse

**Front collapse class.** 1-2

**Effort** high

**Pre-acceleration** slight

**Opening behaviour** spontaneous, delayed

### Front collapse (accelerated)

**Front collapse accelerated class.** 1-2

**Effort** high

**Pre-acceleration** slight

**Opening behaviour** spontaneous, delayed

### Asymmetric collapse

**Asymmetric collapse class.** 1-2

**Turn tendency** 90 - 180 degrees

**Change of course** 180 - 360 degrees

**Rate of turn** average

with deceleration

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous

### Asymmetric collapse (accelerated)

**Asymmetric collapse acc. class.** 1-2

**Turn tendency** 90 - 180 degrees

**Change of course** 180 - 360 degrees

**Rate of turn** average

with deceleration

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous

### Countersteering an asymmetric collapse

**Countersteering an asymmetric collapse class.** 1-2

**Stabilization** countersteering easy

**Control travel** average

**Control pressure increase** average

**Turn in opposite direction** easy, no tendency to stall

**Opening behaviour** spontaneous, delayed

### Full stall, symm. exit

**Fullstall, symm. exit class** 1-2

**Behaviour** stable

**Reaction** average shoot forward

no collapse

**Turn tendency** no turn

**Rate of turn**

	<ul style="list-style-type: none"> <li>Loss of altitude</li> <li>Stabilization</li> <li>Opening behaviour</li> </ul>
<b>Spin out of straight flight</b>	<ul style="list-style-type: none"> <li>Spin out of straight flight class. 1-2</li> <li>Rate of turn average</li> <li>Exit turn continues through 90 - 180 degrees</li> <li>Reaction average shoot forward to one side</li> <li>no collapse</li> <li>Turn tendency no turn</li> <li>Rate of turn</li> </ul>
	<ul style="list-style-type: none"> <li>Loss of altitude</li> <li>Stabilization</li> <li>Opening behaviour</li> </ul>
<b>Spin out of turn</b>	<ul style="list-style-type: none"> <li>Spin out of turn class. 1-2</li> <li>Reaction average shoot forward to one side</li> <li>no collapse</li> <li>Turn tendency no turn</li> <li>Rate of turn</li> <li>Loss of altitude</li> <li>Stabilization</li> <li>Opening behaviour</li> </ul>
<b>Spiral dive</b>	<ul style="list-style-type: none"> <li>Spiral dive class. 1-2</li> <li>Entry average</li> <li>Spin tendency slight</li> <li>Exit turn continues through 180 - 360 degrees</li> </ul>
<b>Sink rate after 720 °[m/s] 11</b>	
<b>B-line stall</b>	<ul style="list-style-type: none"> <li>B-line stall class. 1-2</li> <li>Entry easy</li> <li>Exit spontaneous</li> </ul>
<b>Big ears</b>	<ul style="list-style-type: none"> <li>Big ears 1-2</li> <li>Entry easy</li> <li>Recovery spontaneous, quickly</li> </ul>
<b>Big ears accelerated</b>	<ul style="list-style-type: none"> <li>Big ears acc. class. 1-2</li> <li>Entry easy</li> <li>Recovery spontaneous, quickly</li> </ul>
<b>Landing</b>	<ul style="list-style-type: none"> <li>Landing class. 1-2</li> <li>Point of flare average</li> <li>Landing speed average</li> <li>Landing behaviour average</li> </ul>


**Deutscher Hängegleiterverband e.V. im DAeC**  
**DHV/OeAeC-Technikreferat**

 LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel  
 Beauftragter der österreichischen Luftfahrtbehörde

**GS TESTFLUG DHV03 APCO VISTA L**
**Test No** 019322-GSTF03-1169-mike

**Test date** 19.05.2007

**Type** Apco Vista L

**Test type** GS Testflug DHV03

**Order** Auftrag GS Musterprüfung Apco Vista L (Apco Aviation Ltd.)

**Customer** Apco Aviation Ltd.

**Test standard** Lufttüchtigkeitsforderungen für HG und GS

**Expert** Küng

**Result** positive

**Billing to:** 100%

**Technical peculiarities**
*06. Juni 07*  
*it Küng*

 Deutscher Hängegleiterverband e.V.  
 Miesbacher Straße 2, 83703 Gmund

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 Datum / Unterschrift (Küng)

**DHV test flight main data**
**Harness type** Liga

**Take off weight [kg]** 125

**Weight limit for certification [kg]** 125

**Number of pilots** 1

**Trim speed [km/h]** 36

**Accelerated speed [km/h]** 0

**Classification** 1-2

**Supplementary remarks**
**PG test flight specific**
**Harness category** GH

**Accelerator used?** Yes

**Trimms** -

**DHV PG Test flight 2003 data**
**Take off**
**Take off class.** 1-2

**Inflation** evenly, immediately

**Rising behaviour** comes over pilot delayed

**Take off speed** average

**Take off handling** average

**Straight flight**
**Straight flight class.** 1-2

**Speed range** high

**Roll damping** average

**Pitch damping** average

**Yaw stability** average

**Turn handling**
**Turn handling class.** 1-2

**Spin tendency** slight

**Control travel** average

**Agility** average

**Control pressure increase** average

**Control without brakes** control through rear risers possible

### Symmetric stall

**Deep-stall limit** 1-2

**Deep-stall limit** average 60 cm - 75 cm

**Full stall limit** average 65 cm - 80 cm

**Full stall with full steering way** yes, soft stall

**Falling back** average

**Increase in steering power** average

### Front collapse

**Front collapse class.** 1-2

**Effort** high

**Pre-acceleration** slight

**Opening behaviour** spontaneous, delayed

### Front collapse (accelerated)

**Front collapse accelerated class.** 1-2

**Effort** high

**Pre-acceleration** slight

**Opening behaviour** spontaneous, delayed

### Asymmetric collapse

**Asymmetric collapse class.** 1-2

**Turn tendency** 90 - 180 degrees

**Change of course** 180 - 360 degrees

**Rate of turn** average

with deceleration

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous

### Asymmetric collapse (accelerated)

**Asymmetric collapse acc. class.** 1-2

**Turn tendency** 90 - 180 degrees

**Change of course** 180 - 360 degrees

**Rate of turn** average

with deceleration

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous

### Countersteering an asymmetric collapse

**Countersteering an asymmetric collapse class.** 1-2

**Stabilization** countersteering easy

**Control travel** average

**Control pressure increase** average

**Turn in opposite direction** easy, no tendency to stall

**Opening behaviour** spontaneous, delayed

### Full stall, symm. exit

**Fullstall, symm. exit class** 1-2

**Behaviour** stable

**Reaction** average shoot forward

no collapse

**Turn tendency** no turn

**Rate of turn**

**Loss of altitude**  
**Stabilization**  
**Opening behaviour**

**Spin out of straight flight****Spin out of straight flight class.** 1-2**Rate of turn** average**Exit** turn continues through 90 - 180 degrees**Reaction** average shoot forward to one side  
no collapse**Turn tendency** no turn**Rate of turn**

**Loss of altitude**  
**Stabilization**  
**Opening behaviour**

**Spin out of turn****Spin out of turn class.** 1-2**Reaction** average shoot forward to one side  
no collapse**Turn tendency** no turn**Rate of turn****Loss of altitude****Stabilization****Opening behaviour****Spiral dive****Spiral dive class.** 1-2**Entry** average**Spin tendency** slight**Exit** turn continues through 180 - 360 degrees**Sink rate after 720 °[m/s]** 11**B-line stall****B-line stall class.** 1-2**Entry** easy**Exit** spontaneous**Big ears****Big ears** 1-2**Entry** easy**Recovery** spontaneous, quickly**Big ears accelerated****Big ears acc. class.** 1-2**Entry** easy**Recovery** spontaneous, quickly**Landing****Landing class.** 1-2**Point of flare** average**Landing speed** average**Landing behaviour** average



# Deutscher Hängegleiterverband e.V. im DAeC

## DHV/OeAeC-Technikreferat

LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel  
Beauftragter der österreichischen Luftfahrtbehörde

### GS TESTFLUG DHV03 APCO VISTA M

**Test No** 017794-GSTF03-1013-christian  
**Test date** 02.12.2006  
**Type** Apco Vista M  
**Test type** GS Testflug DHV03  
**Order** Auftrag GS Musterprüfung Apco Vista M (Apco Aviation Ltd.)  
**Customer** Apco Aviation Ltd.  
**Test standard** Lufttüchtigkeitsforderungen für HG und GS  
**Expert** Amon  
**Result** positive  
**Billing to:** 100%

#### Technical peculiarities

*06. Doz. of  
it safe*

Deutscher Hängegleiterverband e.V.  
Miesbacher Straße 2, 83703 Gmund

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Datum / Unterschrift (Amon)

#### DHV test flight main data

**Harness type** Liga  
**Take off weight [kg]** 83  
**Weight limit for certification [kg]** 80  
**Number of pilots** 1  
**Trim speed [km/h]** 37  
**Accelerated speed [km/h]** 0  
**Classification** 1-2

#### Supplementary remarks

#### PG test flight specific

**Harness category** GH  
**Accelerator used?** Yes  
**Trimmings** -

#### DHV PG Test flight 2003 data

##### Take off

**Take off class.** 1-2  
**Inflation** evenly, immediately  
**Rising behaviour** comes over pilot delayed  
**Take off speed** slight  
**Take off handling** easy

##### Straight flight

**Straight flight class.** 1-2  
**Speed range** high  
**Roll damping** average  
**Pitch damping** average  
**Yaw stability** average

##### Turn handling

**Turn handling class.** 1-2  
**Spin tendency** slight  
**Control travel** average  
**Agility** average  
**Control pressure increase** average

**Control without brakes** control through rear risers possible

### Symmetric stall

**Deep-stall limit** 1-2

**Deep-stall limit** average 60 cm - 75 cm

**Full stall limit** average 65 cm - 80 cm

**Full stall with full steering way** yes, soft stall

**Falling back** slight

**Increase in steering power** average

### Front collapse

**Front collapse class.** 1-2

**Effort** high

**Pre-acceleration** slight

**Opening behaviour** spontaneous, delayed

### Front collapse (accelerated)

**Front collapse accelerated class.** 1-2

**Effort** high

**Pre-acceleration** slight

**Opening behaviour** spontaneous, delayed

### Asymmetric collapse

**Asymmetric collapse class.** 1-2

**Turn tendency** 90 - 180 degrees

**Change of course** 180 - 360 degrees

**Rate of turn** average

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous

### Asymmetric collapse (accelerated)

**Asymmetric collapse acc. class.** 1-2

**Turn tendency** 90 - 180 degrees

**Change of course** 180 - 360 degrees

**Rate of turn** average

with deceleration

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous

### Countersteering an asymmetric collapse

**Countersteering an asymmetric collapse class.** 1-2

**Stabilization** countersteering easy

**Control travel** average

**Control pressure increase** average

**Turn in opposite direction** easy, no tendency to stall

**Opening behaviour** spontaneous, delayed

### Full stall, symm. exit

**Fullstall, symm. exit class** 1-2

**Behaviour** stable

**Reaction** average shoot forward

no collapse

**Turn tendency** no turn

**Rate of turn**



	<p><b>Loss of altitude</b>  <b>Stabilization</b>  <b>Opening behaviour</b></p>
<b>Spin out of straight flight</b>	<p><b>Spin out of straight flight class. 1-2</b>  <b>Rate of turn</b> average  <b>Exit</b> turn continues through 90 - 180 degrees  <b>Reaction</b> average shoot forward to one side  no collapse  <b>Turn tendency</b> no turn  <b>Rate of turn</b></p>
	<p><b>Loss of altitude</b>  <b>Stabilization</b>  <b>Opening behaviour</b></p>
<b>Spin out of turn</b>	<p><b>Spin out of turn class. 1-2</b>  <b>Reaction</b> average shoot forward to one side  no collapse  <b>Turn tendency</b> no turn  <b>Rate of turn</b>  <b>Loss of altitude</b>  <b>Stabilization</b>  <b>Opening behaviour</b></p>
<b>Spiral dive</b>	<p><b>Spiral dive class. 1-2</b>  <b>Entry</b> easy  <b>Spin tendency</b> slight  <b>Exit</b> turn continues through 180 - 360 degrees  <b>Sink rate after 720 °[m/s]</b> 12</p>
<b>B-line stall</b>	<p><b>B-line stall class. 1</b>  <b>Entry</b> easy  <b>Exit</b> spontaneous</p>
<b>Big ears</b>	<p><b>Big ears 1</b>  <b>Entry</b> easy  <b>Recovery</b> spontaneous, quickly</p>
<b>Big ears accelerated</b>	<p><b>Big ears acc. class. 1</b>  <b>Entry</b> easy  <b>Recovery</b> spontaneous, quickly</p>
<b>Landing</b>	<p><b>Landing class. 1-2</b>  <b>Point of flare</b> average  <b>Landing speed</b> average  <b>Landing behaviour</b> average</p>


**Deutscher Hängegleiterverband e.V. im DAeC**
**DHV/OeAeC-Technikreferat**

 LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel  
 Beauftragter der österreichischen Luftfahrtbehörde

**GS TESTFLUG DHV03 APCO VISTA M**
**Test No** 017895-GSTF03-1018-mike

**Test date** 30.11.2006

**Type** Apco Vista M

**Test type** GS Testflug DHV03

**Order** Auftrag GS Musterprüfung Apco Vista M (Apco Aviation Ltd.)

**Customer** Apco Aviation Ltd.

**Test standard** Lufttüchtigkeitsforderungen für HG und GS

**Expert** Küng

**Result** positive

**Billing to:** 100%

**Technical peculiarities**

18. Dez. 06  
*it laeats*  
 Datum / Unterschrift (Küng)

 Deutscher Hängegleiterverband e.V.  
 Miesbacher Straße 2, 83703 Gmund

**DHV test flight main data**
**Harness type** Liga

**Take off weight [kg]** 105

**Weight limit for certification [kg]** 105

**Number of pilots** 1

**Trim speed [km/h]** 37

**Accelerated speed [km/h]** 0

**Classification** 1-2

**Supplementary remarks**
**PG test flight specific**
**Harness category** GH

**Accelerator used?** Yes

**Trimms** -

**DHV PG Test flight 2003 data**
**Take off**
**Take off class.** 1-2

**Inflation** evenly, immediately

**Rising behaviour** comes over pilot delayed

**Take off speed** slight

**Take off handling** easy

**Straight flight**
**Straight flight class.** 1-2

**Speed range** high

**Roll damping** average

**Pitch damping** average

**Yaw stability** average

**Turn handling**
**Turn handling class.** 1-2

**Spin tendency** slight

**Control travel** average

**Agility** average

**Control pressure increase** average

**Control without brakes** control through rear risers possible

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**Symmetric stall****Deep-stall limit** 1-2**Deep-stall limit** average 60 cm - 75 cm**Full stall limit** average 65 cm - 80 cm**Full stall with full steering way** yes, soft stall**Falling back** slight**Increase in steering power** average**Front collapse****Front collapse class.** 1-2**Effort** high**Pre-acceleration** slight**Opening behaviour** spontaneous, delayed**Front collapse (accelerated)****Front collapse accelerated class.** 1-2**Effort** high**Pre-acceleration** slight**Opening behaviour** spontaneous, delayed**Asymmetric collapse****Asymmetric collapse class.** 1-2**Turn tendency** 90 - 180 degrees**Change of course** 180 - 360 degrees**Rate of turn** average**Max. roll/pitch angle** less than 45 degrees**Loss of altitude** average**Stabilization** spontaneous**Opening behaviour** spontaneous**Asymmetric collapse (accelerated)****Asymmetric collapse acc. class.** 1-2**Turn tendency** 90 - 180 degrees**Change of course** 180 - 360 degrees**Rate of turn** average

with deceleration

**Max. roll/pitch angle** less than 45 degrees**Loss of altitude** average**Stabilization** spontaneous**Opening behaviour** spontaneous**Countersteering an asymmetric collapse****Countersteering an asymmetric collapse class.** 1-2**Stabilization** countersteering easy**Control travel** average**Control pressure increase** average**Turn in opposite direction** easy, no tendency to stall**Opening behaviour** spontaneous, delayed**Full stall, symm. exit****Fullstall, symm. exit class** 1-2**Behaviour** stable**Reaction** average shoot forward  
no collapse**Turn tendency** no turn**Rate of turn****Loss of altitude****Stabilization**

**Opening behaviour****Spin out of straight flight****Spin out of straight flight class. 1-2****Rate of turn** average**Exit** turn continues through 90 - 180 degrees**Reaction** average shoot forward to one side

no collapse

**Turn tendency** no turn**Rate of turn****Loss of altitude****Stabilization****Opening behaviour****Spin out of turn****Spin out of turn class. 1-2****Reaction** average shoot forward to one side

no collapse

**Turn tendency** no turn**Rate of turn****Loss of altitude****Stabilization****Opening behaviour****Spiral dive****Spiral dive class. 1-2****Entry** easy**Spin tendency** slight**Exit** turn continues through 180 - 360 degrees**Sink rate after 720 °[m/s]** 12**B-line stall****B-line stall class. 1****Entry** easy**Exit** spontaneous**Big ears****Big ears 1****Entry** easy**Recovery** spontaneous, quickly**Big ears accelerated****Big ears acc. class. 1****Entry** easy**Recovery** spontaneous, quickly**Landing****Landing class. 1-2****Point of flare** average**Landing speed** average**Landing behaviour** average


**Deutscher Hängegleiterverband e.V. im DAeC**  
**DHV/OeAeC-Technikreferat**

 LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel  
 Beauftragter der österreichischen Luftfahrtbehörde

**GS TESTFLUG DHV03 APCO VISTA S**

**Test No** 017712-GSTF03-997-Beni  
**Test date** 10.11.2006  
**Type** Apco Vista S  
**Test type** GS Testflug DHV03  
**Order** Auftrag GS Musterprüfung Apco Vista S (Apco Aviation Ltd.)  
**Customer** Apco Aviation Ltd.  
**Test standard** Lufttüchtigkeitsforderungen für HG und GS  
**Expert** Stocker  
**Result** positive  
**Billing to:** 100%

**Technical peculiarities**

 Deutscher Hängegleiterverband e.V.  
 Miesbacher Straße 2, 83703 Gmund

*13. Nov. 06*  
*it Stocker*  
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**Datum / Unterschrift (Stocker)**

**DHV test flight main data**

**Harness type** SUP AIR 02  
**Take off weight [kg]** 73  
**Weight limit for certification [kg]** 65  
**Number of pilots** 1  
**Trim speed [km/h]** 33  
**Accelerated speed [km/h]** 0  
**Classification** 1-2

**Supplementary remarks**
**PG test flight specific**

**Harness category** GH  
**Accelerator used?** Yes  
**Trimms** -

**DHV PG Test flight 2003 data**
**Take off**

**Take off class.** 1  
**Inflation** evenly, immediately  
**Rising behaviour** immediately comes over pilot  
**Take off speed** average  
**Take off handling** easy

**Straight flight**

**Straight flight class.** 1  
**Speed range** high  
**Roll damping** high  
**Pitch damping** high  
**Yaw stability** high

**Turn handling**

**Turn handling class.** 1-2  
**Spin tendency** slight  
**Control travel** average  
**Agility** average  
**Control pressure increase** high

**Control without brakes** control through rear risers possible

### Symmetric stall

**Deep-stall limit** 1-2

**Deep-stall limit** average 60 cm - 75 cm

**Full stall limit** average 65 cm - 80 cm

**Full stall with full steering way** yes, soft stall

**Falling back** average

**Increase in steering power** high

### Front collapse

**Front collapse class.** 1-2

**Effort** high

**Pre-acceleration** average

**Opening behaviour** spontaneous, delayed

### Front collapse (accelerated)

**Front collapse accelerated class.** 1-2

**Effort** average

**Pre-acceleration** average

**Opening behaviour** spontaneous, delayed

### Asymmetric collapse

**Asymmetric collapse class.** 1-2

**Turn tendency** < 90 degrees

**Change of course** 90 - 180 degrees

**Rate of turn** average

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous, impulsive

### Asymmetric collapse (accelerated)

**Asymmetric collapse acc. class.** 1-2

**Turn tendency** 90 - 180 degrees

**Change of course** 90 - 180 degrees

**Rate of turn** average  
with deceleration

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous, impulsive

### Countersteering an asymmetric collapse

**Countersteering an asymmetric collapse class.** 1-2

**Stabilization** countersteering easy

**Control travel** average

**Control pressure increase** high

**Turn in opposite direction** easy, no tendency to stall

**Opening behaviour** spontaneous, impulsive

### Full stall, symm. exit

**Fullstall, symm. exit class** 1-2

**Behaviour** nervous

**Reaction** average shoot forward  
no collapse

**Turn tendency**

**Rate of turn**

	<b>Loss of altitude</b> <b>Stabilization</b> <b>Opening behaviour</b>
<b>Spin out of straight flight</b>	<b>Spin out of straight flight class. 1-2</b> <b>Rate of turn</b> average <b>Exit</b> turn continues through 90 - 180 degrees <b>Reaction</b> average shoot forward to one side no collapse <b>Turn tendency</b> <b>Rate of turn</b>
	<b>Loss of altitude</b> <b>Stabilization</b> <b>Opening behaviour</b>
<b>Spin out of turn</b>	<b>Spin out of turn class. 1</b> <b>Reaction</b> slight shoot forward to one side no collapse <b>Turn tendency</b> <b>Rate of turn</b> <b>Loss of altitude</b> <b>Stabilization</b> <b>Opening behaviour</b>
<b>Spiral dive</b>	<b>Spiral dive class. 1-2</b> <b>Entry</b> easy <b>Spin tendency</b> slight <b>Exit</b> turn continues through < 180 degrees <b>Sink rate after 720 °[m/s]</b> 8
<b>B-line stall</b>	<b>B-line stall class. 1</b> <b>Entry</b> easy <b>Exit</b> spontaneous
<b>Big ears</b>	<b>Big ears 1</b> <b>Entry</b> easy <b>Recovery</b> spontaneous, quickly
<b>Big ears accelerated</b>	<b>Big ears acc. class. 1</b> <b>Entry</b> easy <b>Recovery</b> spontaneous, quickly
<b>Landing</b>	<b>Landing class. 1-2</b> <b>Point of flare</b> average <b>Landing speed</b> average <b>Landing behaviour</b> easy



## Deutscher Hängegleiterverband e.V. im DAeC DHV/OeAeC-Technikreferat

LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel  
Beauftragter der österreichischen Luftfahrtbehörde

### GS TESTFLUG DHV03 APCO VISTA S

**Test No** 017703-GSTF03-989-christian

**Test date** 10.11.2006

**Type** Apco Vista S

**Test type** GS Testflug DHV03

**Order** Auftrag GS Musterprüfung Apco Vista S (Apco Aviation Ltd.)

**Customer** Apco Aviation Ltd.

**Test standard** Lufttüchtigkeitsforderungen für HG und GS

**Expert** Amon

**Result** positive

**Billing to:** 100%

**Technical peculiarities**

*13. Nov. 06*

*it [Signature]*

Deutscher Hängegleiterverband e.V.  
Miesbacher Straße 2, 83703 Gmund

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**Datum / Unterschrift (Amon)**

### DHV test flight main data

**Harness type** Liga

**Take off weight [kg]** 87

**Weight limit for certification [kg]** 85

**Number of pilots** 1

**Trim speed [km/h]** 38

**Accelerated speed [km/h]** 0

**Classification** 1-2

### Supplementary remarks

### PG test flight specific

**Harness category** GH

**Accelerator used?** Yes

**Trims** -

### DHV PG Test flight 2003 data

#### Take off

**Take off class.** 1-2

**Inflation** evenly, immediately

**Rising behaviour** comes over pilot delayed

**Take off speed** average

**Take off handling** average

#### Straight flight

**Straight flight class.** 1-2

**Speed range** high

**Roll damping** average

**Pitch damping** average

**Yaw stability** average

#### Turn handling

**Turn handling class.** 1-2

**Spin tendency** slight

**Control travel** average

**Agility** average

**Control pressure increase** high

*10265*



**Control without brakes** control through rear risers possible

### Symmetric stall

**Deep-stall limit** 1-2

**Deep-stall limit** average 60 cm - 75 cm

**Full stall limit** average 65 cm - 80 cm

**Full stall with full steering way** yes, soft stall

**Falling back** slight

**Increase in steering power** average

### Front collapse

**Front collapse class.** 1-2

**Effort** high

**Pre-acceleration** slight

**Opening behaviour** spontaneous, delayed

### Front collapse (accelerated)

**Front collapse accelerated class.** 1-2

**Effort** high

**Pre-acceleration** slight

**Opening behaviour** spontaneous, delayed

### Asymmetric collapse

**Asymmetric collapse class.** 1-2

**Turn tendency** 90 - 180 degrees

**Change of course** 180 - 360 degrees

**Rate of turn** average

with deceleration

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous

### Asymmetric collapse (accelerated)

**Asymmetric collapse acc. class.** 1-2

**Turn tendency** 90 - 180 degrees

**Change of course** 180 - 360 degrees

**Rate of turn** average

with deceleration

**Max. roll/pitch angle** less than 45 degrees

**Loss of altitude** average

**Stabilization** spontaneous

**Opening behaviour** spontaneous

### Countersteering an asymmetric collapse

**Countersteering an asymmetric collapse class.** 1-2

**Stabilization** countersteering easy

**Control travel** average

**Control pressure increase** high

**Turn in opposite direction** easy, no tendency to stall

**Opening behaviour** spontaneous, delayed

### Full stall, symm. exit

**Fullstall, symm. exit class** 1-2

**Behaviour** stable

**Reaction** average shoot forward

no collapse

**Turn tendency** no turn

**Rate of turn**

**Loss of altitude**  
**Stabilization**  
**Opening behaviour**

**Spin out of straight flight**

**Spin out of straight flight class. 1-2**

**Rate of turn** average

**Exit** turn continues through 90 - 180 degrees

**Reaction** average shoot forward to one side  
no collapse

**Turn tendency** no turn

**Rate of turn**

**Loss of altitude**  
**Stabilization**  
**Opening behaviour**

**Spin out of turn**

**Spin out of turn class. 1-2**

**Reaction** average shoot forward to one side  
no collapse

**Turn tendency** no turn

**Rate of turn**

**Loss of altitude**

**Stabilization**

**Opening behaviour**

**Spiral dive**

**Spiral dive class. 1-2**

**Entry** average

**Spin tendency** slight

**Exit** turn continues through 180 - 360 degrees

**Sink rate after 720 °[m/s]** 12

**B-line stall**

**B-line stall class. 1**

**Entry** easy

**Exit** spontaneous

**Big ears**

**Big ears 1**

**Entry** easy

**Recovery** spontaneous, quickly

**Big ears accelerated**

**Big ears acc. class. 1**

**Entry** easy

**Recovery** spontaneous, quickly

**Landing**

**Landing class. 1-2**

**Point of flare** average

**Landing speed** average

**Landing behaviour** average