

## TEST REPORT DHV 97 U-TURN INFINITY S

<b>Type</b> U-Turn Infinity S		
<b>Certificate-No</b> DHV GS-01-1097-03		
<b>Holder of certificate</b> <a href="#">U-Turn GmbH</a>		
<b>Manufacturer</b> <a href="#">U-Turn GmbH</a>		
<b>Classification</b> 1-2 GH		
<b>Winch tow</b> Yes		
<b>Number of seats min / Number of seats max</b> 1 / 1		
<b>Accelerator?</b> Yes		
<b>Trimmers?</b> No		
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT(60 KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT(90 KG)
<b>Take off</b>	1	1
<b>Inflation</b>	evenly, immediately	evenly, immediately
<b>Rising behaviour</b>	immediately comes over pilot	immediately comes over pilot
<b>Take off speed</b>	average	average
<b>Take off handling</b>	easy	easy
<b>Straight flight</b>	1	1
<b>Trim speed [km/h]</b>	35	37
<b>Accelerated speed [km/h]</b>	0	52
<b>Roll damping</b>	average	average
<b>Turn handling</b>	1	1
<b>Spin tendency</b>	not available	not available
<b>Control travel</b>	average	average
<b>Agility</b>	average	average
<b>Symmetric stall</b>	1	1
<b>Deep-stall limit</b>	late > 75 cm	average 60 cm - 75 cm
<b>Full stall limit</b>	late > 90 cm	average 65 cm - 80 cm
<b>Increase in steering power</b>	high	average
<b>Front collapse</b>	1	1
<b>Pre-acceleration</b>	slight	slight
<b>Opening behaviour</b>	spontaneous, quickly	spontaneous, quickly
<b>Front collapse (accelerated)</b>	-	1-2
<b>Pre-acceleration</b>	-	average
<b>Opening behaviour</b>	-	spontaneous, delayed
<b>Asymmetric collapse</b>	1	1
<b>Turn tendency</b>	< 90 degrees	90 - 180 degrees
<b>Rate of turn</b>	average	slight

<b>Loss of altitude</b>	average	slight
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	-	1-2
<b>Turn tendency</b>	-	90 - 180 degrees
<b>Rate of turn</b>	-	average
	-	with deceleration
<b>Loss of altitude</b>	-	average
<b>Stabilization</b>	-	spontaneous
<b>Opening behaviour</b>	-	spontaneous, delayed
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<b>Countersteering an asymmetric collapse</b>	1	1
<b>Stabilization</b>	countersteering easy	countersteering easy
<b>Control travel</b>	average	average
<b>Control pressure increase</b>	high	high
<b>Turn in opposite direction</b>	easy, no tendency to stall	easy, no tendency to stall
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Full stall, symm. exit</b>	1	1
<b>Full stall, asymm. exit</b>	1	1
<b>Spin out of straight flight</b>	1	1
<b>Spin out of turn</b>	1	1
<b>Spiral dive</b>	1	1
<b>Entry</b>	average	average
<b>Spin tendency</b>	not available	not available
<b>Exit</b>	spontaneous	spontaneous
<b>B-line stall</b>	1	1
<b>Entry</b>	easy	easy
<b>Exit</b>	spontaneous	delayed acceleration < 4 sec
<b>Landing</b>	1	1
<b>Landing behaviour</b>	easy	easy
<b>Supplementary remarks</b>		