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**DHV TESTREPORT EN926-2:2014**

UP DENA SM

**Type designation** UP Dena SM  
**Type test reference no** DHV GS-01-2513-20  
**Holder of certification** [UP International GmbH](#)  
**Manufacturer** [UP International GmbH](#)  
**Classification** A  
**Winch towing** Yes  
**Number of seats min / max** 1 / 1  
**Accelerator** Yes  
**Trimmers** No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (75KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (95KG)

Test pilots



**Beni Stocker**  
No release

**Harald Buntz**  
No release

<b>Inflation/take-off</b>	<b>A</b>	<b>A</b>
<b>Rising behaviour</b>	Smooth, easy and constant rising	Smooth, easy and constant rising
<b>Special take off technique required</b>	No	No
<b>Landing</b>	<b>A</b>	<b>A</b>
<b>Special landing technique required</b>	No	No
<b>Speeds in straight flight</b>	<b>A</b>	<b>A</b>
<b>Trim speed more than 30 km/h</b>	Yes	Yes
<b>Speed range using the controls larger than 10 km/h</b>	Yes	Yes
<b>Minimum speed</b>	Less than 25 km/h	Less than 25 km/h
<b>Control movement</b>	<b>A</b>	<b>A</b>
<b>Symmetric control pressure</b>	Increasing	Increasing
<b>Symmetric control travel</b>	Greater than 55 cm	Greater than 60 cm
<b>Pitch stability exiting accelerated flight</b>	<b>A</b>	<b>A</b>
<b>Dive forward angle on exit</b>	Dive forward less than 30°	Dive forward less than 30°
<b>Collapse occurs</b>	No	No
<b>Pitch stability operating controls during accelerated flight</b>	<b>A</b>	<b>A</b>
<b>Collapse occurs</b>	No	No
<b>Roll stability and damping</b>	<b>A</b>	<b>A</b>
<b>Oscillations</b>	Reducing	Reducing
<b>Stability in gentle spirals</b>	<b>A</b>	<b>A</b>
<b>Tendency to return to straight flight</b>	Spontaneous exit	Spontaneous exit
<b>en : Verhalten beim Verlassen einer vollständigen Steilspirale</b>	<b>A</b>	<b>A</b>
<b>en : Erstes Ansprechen des Gleitschirms (die ersten 180°)</b>	en : unmittelbare Verringerung der Drehgeschwindigkeit	en : unmittelbare Verringerung der Drehgeschwindigkeit
<b>Tendency to return to straight flight</b>	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)	en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)
<b>Turn angle to recover normal flight</b>	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery

<u>Symmetric front collapse</u>	A	A
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Entering a turn of less than 90°		Entering a turn of less than 90°
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe</u>	A	A
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Entering a turn of less than 90°		Entering a turn of less than 90°
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe</u>	A	A
<b>Entry</b> Rocking back less than 45°		Rocking back less than 45°
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Entering a turn of less than 90°		Entering a turn of less than 90°
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>Exiting deep stall (parachutal stall)</u>	A	A
<b>Deep stall achieved</b> Yes		Yes
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Change of course</b> Changing course less than 45°		Changing course less than 45°
<b>Cascade occurs</b> No		No
<u>High angle of attack recovery</u>	A	A
<b>Recovery</b> Spontaneous in less than 3 s		Spontaneous in less than 3 s
<b>Cascade occurs</b> No		No
<u>Recovery from a developed full stall</u>	A	A
<b>Dive forward angle on exit</b> Dive forward 0° to 30°		Dive forward 0° to 30°
<b>Collapse</b> No collapse		No collapse
<b>Cascade occurs (other than collapses)</b> No		No
<b>Rocking back</b> Less than 45°		Less than 45°
<b>Line tension</b> Most lines tight		Most lines tight
<u>en : Kleiner einseitiger Klapper</u>	A	A
<b>Change of course until re-inflation</b> Less than 90°		Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)		en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Großer einseitiger Klapper</u>	A	A
<b>Change of course until re-inflation</b> Less than 90°		Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)		en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Kleiner einseitiger Klapper im beschleunigten Flug</u>	A	A
<b>Change of course until re-inflation</b> Less than 90°		Less than 90°
<b>Maximum dive forward or roll angle</b> Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b> Spontaneous re-inflation		Spontaneous re-inflation
<b>Total change of course</b> Less than 360°		Less than 360°
<b>Collapse on the opposite side occurs</b> en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)		en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
<b>Twist occurs</b> No		No
<b>Cascade occurs</b> No		No
<b>en : Faltleinen wurden benutzt</b> no		no
<u>en : Großer einseitiger Klapper im beschleunigten Flug</u>	A	A
<b>Change of course until re-inflation</b> Less than 90°		Less than 90°

<b>Maximum dive forward or roll angle</b>	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
<b>Re-inflation behaviour</b>	Spontaneous re-inflation	Spontaneous re-inflation
<b>Total change of course</b>	Less than 360°	Less than 360°
<b>Collapse on the opposite side occurs</b>	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)
<b>Twist occurs</b>	No	No
<b>Cascade occurs</b>	No	No
<b>en : Faltleinen wurden benutzt</b>	no	no

**Directional control with a maintained asymmetric collapse**

A

A

Able to keep course Yes

Yes

180° turn away from the collapsed side possible in 10 s Yes

Yes

Amount of control range between turn and stall or spin More than 50 % of the symmetric control travel

More than 50 % of the symmetric control travel

**Trim speed spin tendency**

A

A

Spin occurs No

No

**Low speed spin tendency**

A

A

Spin occurs No

No

**Recovery from a developed spin**

A

A

Spin rotation angle after release Stops spinning in less than 90°

Stops spinning in less than 90°

Cascade occurs No

No

**B-line stall**

A

A

Change of course before release Changing course less than 45°

Changing course less than 45°

Behaviour before release Remains stable with straight span

Remains stable with straight span

Recovery Spontaneous in less than 3 s

Spontaneous in less than 3 s

Dive forward angle on exit Dive forward 0° to 30°

Dive forward 0° to 30°

Cascade occurs No

No

**Big ears**

A

A

Entry procedure Dedicated controls

Dedicated controls

Behaviour during big ears Stable flight

Stable flight

Recovery Spontaneous in less than 3 s

Spontaneous in less than 3 s

Dive forward angle on exit Dive forward 0° to 30°

Dive forward 0° to 30°

**Big ears in accelerated flight**

A

A

Entry procedure Dedicated controls

Dedicated controls

Behaviour during big ears Stable flight

Stable flight

Recovery Spontaneous in 3 s to 5 s

Spontaneous in 3 s to 5 s

Dive forward angle on exit Dive forward 0° to 30°

Dive forward 0° to 30°

Behaviour immediately after releasing the accelerator while maintaining big ears Stable flight

Stable flight

**Alternative means of directional control**

A

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