HNICAL DATA DHV TESTREPORT LTF DHV TESTREPORT EN	DATASHEET PARTS LIST OPERATING IN	
STREPORT EN926-2:2005		שאיוע
UP ASCENT 3 L		
Type designation	UP Ascent 3 L	
Type test reference no		
Holder of certification		
Manufacturer	UP International GmbH	
Classification	A	-
Winch towing	Yes	n and
Number of seats min / max	1/1	
Accelerator	Yes	
Trimmers	No	
	BEHAVIOUR AT MIN WEIGHT FLIGHT (95KG)	IN BEHAVIOUR AT MAX WEIGHT IN FLIGHT (135K
Test pilots		
	Harald Buntz	Sebastian Mackrodt
	No release	No release
Inflation/take-off	A	A
Rising behaviour	Smooth, easy and constant rising	Smooth, easy and constant rising
Special take off technique required		No
Landing	A	A
Special landing technique required	No	No
Speeds in straight flight	A	A
Trim speed more than 30 km/h	Yes	Yes
Speed range using the controls larger than 10		Yes
km/h Minimum speed	Less than 25 km/h	Less than 25 km/h
Control movement	A	Α
Symmetric control pressure	-	Increasing
Symmetric control travel	Greater than 60 cm	Greater than 65 cm
Pitch stability exiting accelerated flight	A	A
Dive forward angle on exit	Dive ferward loss than 30%	Dive forward less than 30°
Collapse occurs		No
	!	1
Pitch stability operating controls during accelerated flight	A	A
Collapse occurs	No	No
	A	A
Roll stability and damping	1 N	
Roll stability and damping Oscillations	±	Reducing
L	±	Reducing
Oscillations	Reducing	Reducing
Oscillations Stability in gentle spirals	Reducing A Spontaneous exit	Reducing A Spontaneous exit
Oscillations Stability in gentle spirals Tendency to return to straight flight	Reducing A Spontaneous exit A	Reducing A Spontaneous exit
Oscillations Stability in gentle spirals Tendency to return to straight flight Behaviour in a steeply banked turn	Reducing A Spontaneous exit A	Reducing A Spontaneous exit A

Symmetric front collapse in accelerated flight A Entry Reacing back less than 45° Reacing back less than 45° Dive forward angle on exit Dive forward 0° to 30° Reacing back less than 45° Change of course Keeping course No Exiting deep stall achieved Vis Yes Reacovery Spontaneous in less than 3 s Spontaneous in less than 3 s Dive forward angle on exit Dive forward Vis Yes Reacovery Spontaneous in less than 3 s Dive forward 0° to 30° Dive forward angle on exit Dive forward 0° to 30° Change of course Changing course less than 3 s Dive forward angle on exit Dive forward 0° to 30° A Cacaceb occurs No No High angle of attack recovery A A Recovery Spontaneous in less than 3 s Spontaneous in less than 3 s Cacaceb occurs No No No Recovery from a developed full stall A A Recovery from a developed full stall A A Cacaceb occurs No No No Recovery from a developed full stall A A Cacaceb occurs No No No	Recovery Dive forward angle on exit Change of course Cascade occurs	Keeping course	Spontaneous in less than 3 s Dive forward 0° to 30° Keeping course No
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Change of course until re-inflation Less than 90° Less than 90°	A second s	A	A
-	L	Less than 90°	Less than 90°
	-		

	r Spontaneous re-inflation	Spontaneous re-inflation
Total change of course		Less than 360°
Collapse on the opposite side occurs		No
Twist occurs		No
Cascade occurs	S NO	No
Directional control with a maintained asymmetric collapse	A	A
Able to keep course	e Yes	Yes
180° turn away from the collapsed side possible in 10 s		Yes
Amount of control range between turn and stall or spir		More than 50 % of the symmetric control travel
Trim speed spin tendency	Α	A
Spin occurs	s No	No
Low speed spin tendency	Α	A
Spin occurs	5 No	No
Recovery from a developed spin	Α	Α
Spin rotation angle after release Cascade occurs		Stops spinning in less than 90° No
B-line stall	A	A
Change of course before release	Changing course less than 45°	Changing course less than 45°
Behaviour before release	e Remains stable with straight span	Remains stable with straight span
Recovery	\prime Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exi	t Dive forward 0° to 30°	Dive forward 0° to 30°
Dive forward angle on exi Cascade occurs		Dive forward 0° to 30° No
_		
Cascade occurs Big ears	s No	No
Cascade occurs Big ears	No A Standard technique	No A
Cascade occurs Big ears Entry procedure Behaviour during big ears	No A Standard technique	No A Dedicated controls
Cascade occurs Big ears Entry procedure Behaviour during big ears	s No A s Standard technique s Stable flight y Spontaneous in less than 3 s	No A Dedicated controls Stable flight
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Cascade occurs Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Big ears in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears Behaviour exiting a steep spiral Tendency to return to straight flight	 No A Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Standard technique Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight A 	No A Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A
Cascade occurs Big ears Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Big ears in accelerated flight Entry procedure Behaviour during big ears Recovery Dive forward angle on exit Behaviour immediately after releasing the accelerator while maintaining big ears Behaviour exiting a steep spiral Tendency to return to straight flight	 No A Standard technique Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Stable flight Stable flight Spontaneous in 3 s to 5 s Dive forward 0° to 30° Stable flight Stable flight Spontaneous exit Less than 720°, spontaneous recovery 14 	No A Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° A Dedicated controls Stable flight Spontaneous in less than 3 s Dive forward 0° to 30° Stable flight A Spontaneous exit Less than 720°, spontaneous
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Any other flight procedure and/or configuration described in the user's manual

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