



DHV-tested Equipment

Flying Equipment Database

Manufacturers / Dealers

Flying Schools

Clubs

DHV Databases

TECHNICAL DATA

DHV TESTREPORT LTF

DATASHEET

PARTS LIST

OPERATING INSTRUCTION



TEST REPORT LTF 2024-2-785 / EN 926-2:2013+A1:2021

UP TORRE S

Type designation UP Torre S
Type test reference no DHV GS-01-3047-26
Holder of certification [UP International GmbH](#)
Manufacturer [UP International GmbH](#)
Classification C
Winch towing Yes
Number of seats min / max 1 / 1
Accelerator Yes
Trimmers No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (65KG)

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (85KG)

Test pilots



Juliette Schönsee

No release



Josef Bauer

No release

Inflation/take-off

B

C

Rising behaviour Easy rising, some pilot correction is required

Overshoots, shall be slowed down to avoid a front collapse

Special take off technique required No

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 km/h Yes

Yes

Minimum speed Less than 25 km/h

Less than 25 km/h

Control movement

C

A

Symmetric control pressure Increasing

Increasing

Symmetric control travel 40 cm to 55 cm

Greater than 60 cm

Pitch stability exiting accelerated flight

A

A

Dive forward angle on exit Dive forward less than 30°

Dive forward less than 30°

Collapse occurs No

No

Pitch stability operating controls during accelerated flight

A

A

Collapse occurs No

No

Roll stability and damping

A

A

Oscillations Reducing

Reducing

Stability in gentle spirals

A

A

Tendency to return to straight flight Spontaneous exit

Spontaneous exit

Behaviour exiting a fully developed spiral dive	A	A
Initial response of glider (first 180°)	Immediate reduction of rate of turn	Immediate reduction of rate of turn
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
Symmetric front collapse	C	C
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Change of course	Keeping course	Keeping course
Cascade occurs	No	No
Folding lines used	yes	yes
Unaccelerated collapse (at least 50 % chord)	C	C
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 30° to 60°	Dive forward 30° to 60°
Change of course	Entering a turn of less than 90°	Keeping course
Cascade occurs	No	No
Folding lines used	yes	yes
Accelerated collapse (at least 50 % chord)	C	C
Entry	Rocking back less than 45°	Rocking back less than 45°
Recovery	Spontaneous in 3 s to 5 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 30° to 60°	Dive forward 30° to 60°
Change of course	Entering a turn of less than 90°	Keeping course
Cascade occurs	No	No
Folding lines used	yes	yes
Exiting deep stall (parachutal stall)	C	B
Deep stall achieved	Yes	Yes
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 30° to 60°	Dive forward 30° to 60°
Change of course	Changing course 45° or more	Changing course less than 45°
Cascade occurs	No	No
High angle of attack recovery	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No
Recovery from a developed full stall	B	B
Dive forward angle on exit	Dive forward 30° to 60°	Dive forward 30° to 60°
Collapse	No collapse	No collapse
Cascade occurs (other than collapses)	No	No
Rocking back	Less than 45°	Less than 45°
Line tension	Most lines tight	Most lines tight
Small asymmetric collapse	C	C
Change of course until re-inflation	Less than 90°	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No	No
Cascade occurs	No	No
Folding lines used	yes	yes
Large asymmetric collapse	C	C
Change of course until re-inflation	90° to 180°	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°

Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No	No
Cascade occurs	No	No
Folding lines used	yes	yes
Small asymmetric collapse accelerated	C	C
Change of course until re-inflation	90° to 180°	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	Yes, no turn reversal	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No	No
Cascade occurs	No	No
Folding lines used	yes	yes
Large asymmetric collapse accelerated	C	C
Change of course until re-inflation	90° to 180°	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°	Dive or roll angle 45° to 60°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	Yes, no turn reversal	Yes, no turn reversal
Twist occurs	No	No
Cascade occurs	No	No
Folding lines used	yes	yes
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	B	B
Spin rotation angle after release	Stops spinning in 90° to 180°	Stops spinning in 90° to 180°
Cascade occurs	No	No
B-line stall	Not carried out because the manoeuvre is excluded in the user's manual	
Big ears	B	B
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
Recovery	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	B	B
Entry procedure	Standard technique	Standard technique
Behaviour during big ears	Stable flight	Stable flight
Recovery	Recovery through pilot action in less than a further 3 s	Recovery through pilot action in less than a further 3 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