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DHV TESTREPORT LTF

UP KANGRI HPR M

Type designation UP Kangri HPR M
Type test reference no DHV GS-01-2699-22
Holder of certification [UP International GmbH](#)
Manufacturer [UP International GmbH](#)
Classification B
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 (100KG)

Test pilots



Beni Stocker

No release



Sebastian Mackrodt

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		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	A	A
Symmetric control pressure Increasing		Increasing
Symmetric control travel Greater than 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	B	B
Initial response of glider (first 180°) en : keine unmittelbare Reaktion		en : keine unmittelbare Reaktion
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 720° to 1 080°, spontaneous recovery		Less than 720°, spontaneous recovery
Symmetric front collapse	A	A
Entry Rocking back less than 45°		Rocking back less than 45°
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°
Change of course Entering a turn of less than 90°		Entering a turn of less than 90°
Cascade occurs No		No
Folding lines used no		no
Unaccelerated collapse (at least 50 % chord)	A	B

Entry Rocking back less than 45°		Rocking back less than 45°
Recovery Spontaneous in less than 3 s		Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
Change of course Entering a turn of less than 90°		Entering a turn of less than 90°
Cascade occurs No		No
Folding lines used no		no
Accelerated collapse (at least 50 % chord)	B	B
Entry Rocking back less than 45°		Rocking back less than 45°
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 30° to 60°
Change of course Entering a turn of less than 90°		Entering a turn of less than 90°
Cascade occurs No		No
Folding lines used no		no
Exiting deep stall (parachutal stall)	A	A
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 0° to 30°		Dive forward 0° to 30°
Change of course Changing course less than 45°		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	A	A
Dive forward angle on exit Dive forward 0° to 30°		Dive forward 0° to 30°
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	A	A
Change of course until re-inflation Less than 90°		Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		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 no		no
Large asymmetric collapse	A	B
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 Spontaneous re-inflation		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 no		no
Small asymmetric collapse accelerated	A	A
Change of course until re-inflation Less than 90°		Less than 90°
Maximum dive forward or roll angle Dive or roll angle 15° to 45°		Dive or roll angle 15° to 45°
Re-inflation behaviour Spontaneous re-inflation		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 no		no
Large asymmetric collapse accelerated	B	B
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 Spontaneous re-inflation		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 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

<u>Trim speed spin tendency</u>	A	A
Spin occurs	No	No
<u>Low speed spin tendency</u>	A	A
Spin occurs	No	No
<u>Recovery from a developed spin</u>	A	A
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	No	No
<u>B-line stall</u>	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
<u>Big ears</u>	B	B
Entry procedure	Dedicated controls	Dedicated controls
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°
<u>Big ears in accelerated flight</u>	B	B
Entry procedure	Dedicated controls	Dedicated controls
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
<u>Alternative means of directional control</u>	A	A
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	No
<u>Any other flight procedure and/or configuration described in the user's manual</u>		
No other flight procedure or configuration described in the user's manual		