Deutscher Hängegleiterverband e.V.
Akkreditierte Musterprüfstelle für Hängegleiter und Gleitsegel nach DIN EN ISO/IEC 17020:2012-07

GS TESTFLUG EN926-2:2021 UP MERU 2 L

Test No 035656-GSTFEN21-1694-Mario Eder
Test date 05.10.2023
Location Gardasee / Mt Baldo
Type UP Meru 2 L
Test type GS Testflug EN926-2:2021
Test order Auftrag GS Musterprüfung UP Meru 2 L (UP International GmbH)
Customer UP International GmbH
Test standard EN 926-2:2013+A1:2021
Test standard 2 LTF NFL HG/GS 2-565-20
Expert Eder
Result positive
Billing to: 100%
Technical peculiarities

Datum / Unterschrift (Mario Eder)

RESULTS

PG test flight (general)

Take off weight [kg] 125
Weight limit for certification [kg] 125
Number of pilots 1
test pilot Mario Eder
Harness type Advance Success 4 M
Harness category GH
Minimum speed [km/h] 26
Trim speed [km/h] 39
Accelerated speed [km/h] 50
Accelerator used? Yes
Trimms -

Classification

Classification D

DETAILS ACCORDING TO EN 926-2:2013+A1:2021

1 Inflation/take-off — C

Rising behaviour Overshoots, shall be slowed down to avoid a front collapse
Special take off technique required No

2 Landing — A

Special landing technique required No

3 Speeds in straight flight — B

Trim speed more than 30 km/h Yes
Speed range using the controls larger than 10 km/h Yes
Minimum speed 25 km/h to 30 km/h

4 Control movement — C

Symmetric control pressure Increasing

Symmetric control travel 50 cm to 65 cm

5 Pitch stability exiting accelerated flight — A

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

6 Pitch stability operating controls during accelerated flight — A

Collapse occurs No

7 Roll stability and damping — A

Oscillations Reducing

8 Stability in gentle spirals — A

Tendency to return to straight flight Spontaneous exit

9 Behaviour exiting a fully developed spiral dive — A

Initial response of glider (first 180°) Immediate reduction of rate of turn
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight Less than 720°, spontaneous recovery

10.1 Symmetric front collapse — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.2 Unaccelerated collapse (at least 50 % chord) — D

Entry Rocking back less than 45°
Recovery Recovery through pilot action in less than a further 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Entering a turn of 90° to 180°
Cascade occurs No
Folding lines used yes

10.3 Accelerated collapse (at least 50 % chord) — D

Entry Rocking back less than 45°
Recovery Recovery through pilot action in less than a further 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Entering a turn of less than 90°
Cascade occurs No
Folding lines used yes

11 Exiting deep stall (parachutal stall) — B

Deep stall achieved Yes
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Changing course less than 45°
Cascade occurs No

12 High angle of attack recovery — A

Recovery Spontaneous in less than 3 s
Cascade occurs No

13 Recovery from a developed full stall — B

Dive forward angle on exit Dive forward 30° to 60°
Collapse No collapse
Cascade occurs (other than collapses) No

Rocking back	Less than 45°
Line tension	Most lines tight

14.1 Small asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.2 Large asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.3 Small asymmetric collapse accelerated — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.4 Large asymmetric collapse accelerated — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

15 Directional control with a maintained asymmetric collapse — C

Able to keep course	Yes
180° turn away from the collapsed side possible in 10 s	Yes
Amount of control range between turn and stall or spin	25 % to 50 % of the symmetric control travel

16 Trim speed spin tendency — A

Spin occurs	No

17 Low speed spin tendency — A

Spin occurs	No

18 Recovery from a developed spin — A

Spin rotation angle after release	Stops spinning in less than 90°
Cascade occurs	No

19 B-line stall

Not carried out because the manoeuvre is excluded in the user's manual

20 Big ears — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°

21 Big ears in accelerated flight — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight

22 Alternative means of directional control — A

180° turn achievable in 20 s	Yes
Stall or spin occurs	No

23 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

Deutscher Hängegleiterverband e.V.
Akkreditierte Musterprüfstelle für Hängegleiter und Gleitsegel nach DIN EN ISO/IEC 17020:2012-07

GS TESTFLUG EN926-2:2021 UP MERU 2 L

Test No 035604-GSTFEN21-1688-Harry
Test date 05.10.2023
Location Gardasee / Mt Baldo
Type UP Meru 2 L
Test type GS Testflug EN926-2:2021
Test order Auftrag GS Musterprüfung UP Meru 2 L (UP International GmbH)
Customer UP International GmbH
Test standard EN 926-2:2013+A1:2021
Test standard 2 LTF NFL HG/GS 2-565-20
Expert Buntz
Result positive
Billing to: 100%
Technical peculiarities

Datum / Unterschrift (Harald Buntz)

RESULTS

PG test flight (general)

Take off weight [kg] 108
Weight limit for certification [kg] 108
Number of pilots 1
test pilot Harald Buntz
Harness type Advance Success 4 M
Harness category GH
Minimum speed [km/h] 23
Trim speed [km/h] 35
Accelerated speed [km/h] 46
Accelerator used? Yes
Trimms -

Classification

Classification D

DETAILS ACCORDING TO EN 926-2:2013+A1:2021

1 Inflation/take-off — C

Rising behaviour Overshoots, shall be slowed down to avoid a front collapse
Special take off technique required No

2 Landing — A

Special landing technique required No

3 Speeds in straight flight — A

Trim speed more than 30 km/h Yes
Speed range using the controls larger than 10 km/h Yes
Minimum speed Less than 25 km/h

4 Control movement — **A**

Symmetric control pressure Increasing
Symmetric control travel Greater than 65 cm

5 Pitch stability exiting accelerated flight — **A**

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

6 Pitch stability operating controls during accelerated flight — **A**

Collapse occurs No

7 Roll stability and damping — **A**

Oscillations Reducing

8 Stability in gentle spirals — **A**

Tendency to return to straight flight Spontaneous exit

9 Behaviour exiting a fully developed spiral dive — **A**

Initial response of glider (first 180°) Immediate reduction of rate of turn
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight Less than 720°, spontaneous recovery

10.1 Symmetric front collapse — **C**

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.2 Unaccelerated collapse (at least 50 % chord) — **C**

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.3 Accelerated collapse (at least 50 % chord) — **D**

Entry Rocking back less than 45°
Recovery Recovery through pilot action in less than a further 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Entering a turn of less than 90°
Cascade occurs No
Folding lines used yes

11 Exiting deep stall (parachutal stall) — **B**

Deep stall achieved Yes
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Changing course less than 45°
Cascade occurs No

12 High angle of attack recovery — **A**

Recovery Spontaneous in less than 3 s
Cascade occurs No

13 Recovery from a developed full stall — **B**

Dive forward angle on exit	Dive forward 30° to 60°
Collapse	No collapse
Cascade occurs (other than collapses)	No
Rocking back	Less than 45°
Line tension	Most lines tight

14.1 Small asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.2 Large asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.3 Small asymmetric collapse accelerated — D

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	Yes, causing turn reversal
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.4 Large asymmetric collapse accelerated — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

15 Directional control with a maintained asymmetric collapse — C

Able to keep course	Yes
180° turn away from the collapsed side possible in 10 s	Yes
Amount of control range between turn and stall or spin	25 % to 50 % of the symmetric control travel

16 Trim speed spin tendency — A

Spin occurs	No

17 Low speed spin tendency — A

Spin occurs	No

18 Recovery from a developed spin — A

Spin rotation angle after release	Stops spinning in less than 90°
Cascade occurs	No

19 B-line stall

Not carried out because the manoeuvre is excluded in the user's manual

20 Big ears — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°

21 Big ears in accelerated flight — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight

22 Alternative means of directional control — A

180° turn achievable in 20 s	Yes
Stall or spin occurs	No

23 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

Deutscher Hängegleiterverband e.V.
Akkreditierte Musterprüfstelle für Hängegleiter und Gleitsegel nach DIN EN ISO/IEC 17020:2012-07

GS TESTFLUG EN926-2:2021 UP MERU 2 M

Test No 035565-GSTFEN21-1674-MarioEder
Test date 05.08.2023
Location Achensee / Rofan
Type UP Meru 2 M
Test type GS Testflug EN926-2:2021
Test order Auftrag GS Musterprüfung UP Meru 2 M (UP International GmbH)
Customer UP International GmbH
Test standard EN 926-2:2013+A1:2021
Test standard 2 LTF NFL HG/GS 2-565-20
Expert Eder
Result positive
Billing to: 100%
Technical peculiarities

Datum / Unterschrift (Mario Eder)

RESULTS

PG test flight (general)

Take off weight [kg] 112
Weight limit for certification [kg] 112
Number of pilots 1
test pilot Mario Eder
Harness type Advance Success 4 M
Harness category GH
Minimum speed [km/h] 26
Trim speed [km/h] 39
Accelerated speed [km/h] 59
Accelerator used? Yes
Trimms -

Classification

Classification C

DETAILS ACCORDING TO EN 926-2:2013+A1:2021

1 Inflation/take-off — B

Rising behaviour Easy rising, some pilot correction is required
Special take off technique required No

2 Landing — A

Special landing technique required No

3 Speeds in straight flight — B

Trim speed more than 30 km/h Yes
Speed range using the controls larger than 10 km/h Yes
Minimum speed 25 km/h to 30 km/h

4 Control movement — C

Symmetric control pressure Increasing

Symmetric control travel 50 cm to 65 cm

5 Pitch stability exiting accelerated flight — A

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

6 Pitch stability operating controls during accelerated flight — A

Collapse occurs No

7 Roll stability and damping — A

Oscillations Reducing

8 Stability in gentle spirals — A

Tendency to return to straight flight Spontaneous exit

9 Behaviour exiting a fully developed spiral dive — B

Initial response of glider (first 180°) en : keine unmittelbare Reaktion
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight 720° to 1 080°, spontaneous recovery

10.1 Symmetric front collapse — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.2 Unaccelerated collapse (at least 50 % chord) — C

Entry Rocking back less than 45°
Recovery Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.3 Accelerated collapse (at least 50 % chord) — C

Entry Rocking back less than 45°
Recovery Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

11 Exiting deep stall (parachutal stall) — A

Deep stall achieved No

12 High angle of attack recovery — A

Recovery Spontaneous in less than 3 s
Cascade occurs No

13 Recovery from a developed full stall — B

Dive forward angle on exit Dive forward 30° to 60°
Collapse No collapse
Cascade occurs (other than collapses) No
Rocking back Less than 45°
Line tension Most lines tight

14.1 Small asymmetric collapse — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.2 Large asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.3 Small asymmetric collapse accelerated — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.4 Large asymmetric collapse accelerated — C

Change of course until re-inflation	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

15 Directional control with a maintained asymmetric collapse — C

Able to keep course	Yes
180° turn away from the collapsed side possible in 10 s	Yes
Amount of control range between turn and stall or spin	25 % to 50 % of the symmetric control travel

16 Trim speed spin tendency — A

Spin occurs	No

17 Low speed spin tendency — A

Spin occurs	No

18 Recovery from a developed spin — A

Spin rotation angle after release	Stops spinning in less than 90°
Cascade occurs	No

19 B-line stall

Not carried out because the manoeuvre is excluded in the user's manual

20 Big ears — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°

21 Big ears in accelerated flight — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight

22 Alternative means of directional control — A

180° turn achievable in 20 s	Yes
Stall or spin occurs	No

23 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

Deutscher Hängegleiterverband e.V.
Akkreditierte Musterprüfstelle für Hängegleiter und Gleitsegel nach DIN EN ISO/IEC 17020:2012-07

GS TESTFLUG EN926-2:2021 UP MERU 2 M

Test No 035657-GSTFEN21-1696-Harry
Test date 01.08.2023
Location gardasee
Type UP Meru 2 M
Test type GS Testflug EN926-2:2021
Test order Auftrag GS Musterprüfung UP Meru 2 M (UP International GmbH)
Customer UP International GmbH
Test standard EN 926-2:2013+A1:2021
Test standard 2 LTF NFL HG/GS 2-565-20
Expert Buntz
Result positive
Billing to: 100%
Technical peculiarities

Datum / Unterschrift (Harald Buntz)

RESULTS

PG test flight (general)

Take off weight [kg] 97
Weight limit for certification [kg] 97
Number of pilots 1
test pilot Harald Buntz
Harness type Advance Success 4 M
Harness category GH
Minimum speed [km/h] 26
Trim speed [km/h] 39
Accelerated speed [km/h] 59
Accelerator used? Yes
Trimms -

Classification

Classification D

DETAILS ACCORDING TO EN 926-2:2013+A1:2021

1 Inflation/take-off B

Rising behaviour Easy rising, some pilot correction is required
Special take off technique required No

2 Landing A

Special landing technique required No

3 Speeds in straight flight B

Trim speed more than 30 km/h Yes
Speed range using the controls larger than 10 km/h Yes
Minimum speed 25 km/h to 30 km/h

4 Control movement — **A**

Symmetric control pressure Increasing
Symmetric control travel Greater than 60 cm

5 Pitch stability exiting accelerated flight — **A**

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

6 Pitch stability operating controls during accelerated flight — **A**

Collapse occurs No

7 Roll stability and damping — **A**

Oscillations Reducing

8 Stability in gentle spirals — **A**

Tendency to return to straight flight Spontaneous exit

9 Behaviour exiting a fully developed spiral dive — **B**

Initial response of glider (first 180°) en : keine unmittelbare Reaktion
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight 720° to 1 080°, spontaneous recovery

10.1 Symmetric front collapse — **C**

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.2 Unaccelerated collapse (at least 50 % chord) — **C**

Entry Rocking back less than 45°
Recovery Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.3 Accelerated collapse (at least 50 % chord) — **D**

Entry Rocking back less than 45°
Recovery Recovery through pilot action in less than a further 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

11 Exiting deep stall (parachutal stall) — **A**

Deep stall achieved No

12 High angle of attack recovery — **A**

Recovery Spontaneous in less than 3 s
Cascade occurs No

13 Recovery from a developed full stall — **B**

Dive forward angle on exit Dive forward 30° to 60°
Collapse No collapse
Cascade occurs (other than collapses) No
Rocking back Less than 45°

Line tension	Most lines tight

14.1 Small asymmetric collapse — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.2 Large asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.3 Small asymmetric collapse accelerated — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.4 Large asymmetric collapse accelerated — C

Change of course until re-inflation	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

15 Directional control with a maintained asymmetric collapse — C

Able to keep course	Yes
180° turn away from the collapsed side possible in 10 s	Yes
Amount of control range between turn and stall or spin	25 % to 50 % of the symmetric control travel

16 Trim speed spin tendency — A

Spin occurs	No

17 Low speed spin tendency — A

Spin occurs	No

18 Recovery from a developed spin — A

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

Cascade occurs No

19 B-line stall

Not carried out because the manoeuvre is excluded in the user's manual

20 Big ears A

Entry procedure Standard technique
Behaviour during big ears Stable flight
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°

21 Big ears in accelerated flight A

Entry procedure Standard technique
Behaviour during big ears Stable flight
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears Stable flight

22 Alternative means of directional control A

180° turn achievable in 20 s Yes
Stall or spin occurs No

23 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

Deutscher Hängegleiterverband e.V.
Akkreditierte Musterprüfstelle für Hängegleiter und Gleitsegel nach DIN EN ISO/IEC 17020:2012-07

GS TESTFLUG EN926-2:2021 UP MERU 2 S

Test No 035603-GSTFEN21-1686-Harry
Test date 06.10.2023
Location Gardasee / Mt Baldo
Type UP Meru 2 S
Test type GS Testflug EN926-2:2021
Test order Auftrag GS Musterprüfung UP Meru 2 S (UP International GmbH)
Customer UP International GmbH
Test standard EN 926-2:2013+A1:2021
Test standard 2 LTF NFL HG/GS 2-565-20
Expert Buntz
Result positive
Billing to: 100%
Technical peculiarities

Datum / Unterschrift (Harald Buntz)

RESULTS

PG test flight (general)

Take off weight [kg] 90
Weight limit for certification [kg] 90
Number of pilots 1
test pilot Harald Buntz
Harness type Nova Itus
Harness category GH
Minimum speed [km/h] 23
Trim speed [km/h] 35
Accelerated speed [km/h] 46
Accelerator used? Yes
Trimms -

Classification

Classification D

DETAILS ACCORDING TO EN 926-2:2013+A1:2021

1 Inflation/take-off — C

Rising behaviour Overshoots, shall be slowed down to avoid a front collapse
Special take off technique required No

2 Landing — A

Special landing technique required No

3 Speeds in straight flight — A

Trim speed more than 30 km/h Yes
Speed range using the controls larger than 10 km/h Yes
Minimum speed Less than 25 km/h

4 Control movement — A

Symmetric control pressure Increasing
Symmetric control travel Greater than 60 cm

5 Pitch stability exiting accelerated flight — A

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

6 Pitch stability operating controls during accelerated flight — A

Collapse occurs No

7 Roll stability and damping — A

Oscillations Reducing

8 Stability in gentle spirals — A

Tendency to return to straight flight Spontaneous exit

9 Behaviour exiting a fully developed spiral dive — A

Initial response of glider (first 180°) Immediate reduction of rate of turn
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight Less than 720°, spontaneous recovery

10.1 Symmetric front collapse — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.2 Unaccelerated collapse (at least 50 % chord) — C

Entry Rocking back less than 45°
Recovery Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.3 Accelerated collapse (at least 50 % chord) — D

Entry Rocking back less than 45°
Recovery Recovery through pilot action in less than a further 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Entering a turn of less than 90°
Cascade occurs No
Folding lines used yes

11 Exiting deep stall (parachutal stall) — B

Deep stall achieved Yes
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Changing course less than 45°
Cascade occurs No

12 High angle of attack recovery — A

Recovery Spontaneous in less than 3 s
Cascade occurs No

13 Recovery from a developed full stall — B

Dive forward angle on exit	Dive forward 30° to 60°
Collapse	No collapse
Cascade occurs (other than collapses)	No
Rocking back	Less than 45°
Line tension	Most lines tight

14.1 Small asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.2 Large asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.3 Small asymmetric collapse accelerated — D

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	Yes, causing turn reversal
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.4 Large asymmetric collapse accelerated — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

15 Directional control with a maintained asymmetric collapse — C

Able to keep course	Yes
180° turn away from the collapsed side possible in 10 s	Yes
Amount of control range between turn and stall or spin	25 % to 50 % of the symmetric control travel

16 Trim speed spin tendency — A

Spin occurs	No

17 Low speed spin tendency — A

Spin occurs	No

18 Recovery from a developed spin — A

Spin rotation angle after release	Stops spinning in less than 90°
Cascade occurs	No

19 B-line stall

Not carried out because the manoeuvre is excluded in the user's manual

20 Big ears — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°

21 Big ears in accelerated flight — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight

22 Alternative means of directional control — A

180° turn achievable in 20 s	Yes
Stall or spin occurs	No

23 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

Deutscher Hängegleiterverband e.V.
Akkreditierte Musterprüfstelle für Hängegleiter und Gleitsegel nach DIN EN ISO/IEC 17020:2012-07

GS TESTFLUG EN926-2:2021 UP MERU 2 S

Test No	035596-GSTFEN21-1683-BauerSepp
Test date	05.10.2023
Location	Gardasee / Mt Baldo
Type	UP Meru 2 S
Test type	GS Testflug EN926-2:2021
Test order	Auftrag GS Musterprüfung UP Meru 2 S (UP International GmbH)
Customer	UP International GmbH
Test standard	EN 926-2:2013+A1:2021
Test standard 2	LTF NFL HG/GS 2-565-20
Expert	Bauer
Result	positive
Billing to:	100%
Technical peculiarities	

Datum / Unterschrift (Josef Bauer)

RESULTS

PG test flight (general)

Take off weight [kg]	78
Weight limit for certification [kg]	78
Number of pilots	1
test pilot	Josef Bauer
Harness type	Supair Acro 4 M
Harness category	GH
Minimum speed [km/h]	23
Trim speed [km/h]	35
Accelerated speed [km/h]	46
Accelerator used?	Yes
Trimms	-

Classification

Classification	C

DETAILS ACCORDING TO EN 926-2:2013+A1:2021

1 Inflation/take-off — C

Rising behaviour	Overshoots, shall be slowed down to avoid a front collapse
Special take off technique required	No

2 Landing — A

Special landing technique required	No

3 Speeds in straight flight — A

Trim speed more than 30 km/h	Yes
Speed range using the controls larger than 10 km/h	Yes
Minimum speed	Less than 25 km/h

4 Control movement — C

Symmetric control pressure	Increasing

Symmetric control travel 40 cm to 55 cm

5 Pitch stability exiting accelerated flight — A

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

6 Pitch stability operating controls during accelerated flight — A

Collapse occurs No

7 Roll stability and damping — A

Oscillations Reducing

8 Stability in gentle spirals — A

Tendency to return to straight flight Spontaneous exit

9 Behaviour exiting a fully developed spiral dive — A

Initial response of glider (first 180°) Immediate reduction of rate of turn
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight Less than 720°, spontaneous recovery

10.1 Symmetric front collapse — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.2 Unaccelerated collapse (at least 50 % chord) — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.3 Accelerated collapse (at least 50 % chord) — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Entering a turn of less than 90°
Cascade occurs No
Folding lines used yes

11 Exiting deep stall (parachutal stall) — B

Deep stall achieved Yes
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Changing course less than 45°
Cascade occurs No

12 High angle of attack recovery — A

Recovery Spontaneous in less than 3 s
Cascade occurs No

13 Recovery from a developed full stall — B

Dive forward angle on exit Dive forward 30° to 60°
Collapse No collapse
Cascade occurs (other than collapses) No

Rocking back	Less than 45°
Line tension	Most lines tight

14.1 Small asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.2 Large asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.3 Small asymmetric collapse accelerated — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.4 Large asymmetric collapse accelerated — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

15 Directional control with a maintained asymmetric collapse — C

Able to keep course	Yes
180° turn away from the collapsed side possible in 10 s	Yes
Amount of control range between turn and stall or spin	25 % to 50 % of the symmetric control travel

16 Trim speed spin tendency — A

Spin occurs	No

17 Low speed spin tendency — A

Spin occurs	No

18 Recovery from a developed spin — A

Spin rotation angle after release Stops spinning in less than 90°
Cascade occurs No

19 B-line stall

Not carried out because the manoeuvre is excluded in the user's manual

20 Big ears A

Entry procedure Standard technique
Behaviour during big ears Stable flight
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°

21 Big ears in accelerated flight A

Entry procedure Standard technique
Behaviour during big ears Stable flight
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears Stable flight

22 Alternative means of directional control A

180° turn achievable in 20 s Yes
Stall or spin occurs No

23 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

Deutscher Hängegleiterverband e.V.
Akkreditierte Musterprüfstelle für Hängegleiter und Gleitsegel nach DIN EN ISO/IEC 17020:2012-07

GS TESTFLUG EN926-2:2021 UP MERU 2 SM

Test No 035655-GSTFEN21-1692-Mario Eder
Test date 06.10.2023
Location Gardasee / Mt Baldo
Type UP Meru 2 SM
Test type GS Testflug EN926-2:2021
Test order Auftrag GS Musterprüfung UP Meru 2 SM (UP International GmbH)
Customer UP International GmbH
Test standard EN 926-2:2013+A1:2021
Test standard 2 LTF NFL HG/GS 2-565-20
Expert Eder
Result positive
Billing to: 100%
Technical peculiarities

Datum / Unterschrift (Mario Eder)

RESULTS

PG test flight (general)

Take off weight [kg] 101
Weight limit for certification [kg] 101
Number of pilots 1
test pilot Mario Eder
Harness type Nova Itus
Harness category GH
Minimum speed [km/h] 27
Trim speed [km/h] 39
Accelerated speed [km/h] 52
Accelerator used? Yes
Trimms -

Classification

Classification D

DETAILS ACCORDING TO EN 926-2:2013+A1:2021

1 Inflation/take-off — C

Rising behaviour Overshoots, shall be slowed down to avoid a front collapse
Special take off technique required No

2 Landing — A

Special landing technique required No

3 Speeds in straight flight — B

Trim speed more than 30 km/h Yes
Speed range using the controls larger than 10 km/h Yes
Minimum speed 25 km/h to 30 km/h

4 Control movement — C

Symmetric control pressure Increasing

Symmetric control travel 50 cm to 65 cm

5 Pitch stability exiting accelerated flight — A

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

6 Pitch stability operating controls during accelerated flight — A

Collapse occurs No

7 Roll stability and damping — A

Oscillations Reducing

8 Stability in gentle spirals — A

Tendency to return to straight flight Spontaneous exit

9 Behaviour exiting a fully developed spiral dive — C

Initial response of glider (first 180°) en : keine unmittelbare Reaktion
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight en : 1080° bis 1440°, selbstständige Rückkehr in den Normalflug

10.1 Symmetric front collapse — C

Entry Rocking back less than 45°
Recovery Spontaneous in 3 s to 5 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Entering a turn of less than 90°
Cascade occurs No
Folding lines used yes

10.2 Unaccelerated collapse (at least 50 % chord) — D

Entry Rocking back less than 45°
Recovery Recovery through pilot action in less than a further 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Entering a turn of 90° to 180°
Cascade occurs No
Folding lines used yes

10.3 Accelerated collapse (at least 50 % chord) — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Entering a turn of less than 90°
Cascade occurs No
Folding lines used yes

11 Exiting deep stall (parachutal stall) — B

Deep stall achieved Yes
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Changing course less than 45°
Cascade occurs No

12 High angle of attack recovery — A

Recovery Spontaneous in less than 3 s
Cascade occurs No

13 Recovery from a developed full stall — B

Dive forward angle on exit Dive forward 30° to 60°
Collapse No collapse
Cascade occurs (other than collapses) No

Rocking back	Less than 45°
Line tension	Most lines tight

14.1 Small asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.2 Large asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.3 Small asymmetric collapse accelerated — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.4 Large asymmetric collapse accelerated — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

15 Directional control with a maintained asymmetric collapse — C

Able to keep course	Yes
180° turn away from the collapsed side possible in 10 s	Yes
Amount of control range between turn and stall or spin	25 % to 50 % of the symmetric control travel

16 Trim speed spin tendency — A

Spin occurs	No

17 Low speed spin tendency — A

Spin occurs	No

18 Recovery from a developed spin — A

Spin rotation angle after release	Stops spinning in less than 90°
Cascade occurs	No

19 B-line stall

Not carried out because the manoeuvre is excluded in the user's manual

20 Big ears — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°

21 Big ears in accelerated flight — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight

22 Alternative means of directional control — A

180° turn achievable in 20 s	Yes
Stall or spin occurs	No

23 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

Deutscher Hängegleiterverband e.V.
Akkreditierte Musterprüfstelle für Hängegleiter und Gleitsegel nach DIN EN ISO/IEC 17020:2012-07

GS TESTFLUG EN926-2:2021 UP MERU 2 SM

Test No	035594-GSTFEN21-1682-BauerSepp
Test date	05.10.2023
Location	Gardasee / Mt Baldo
Type	UP Meru 2 SM
Test type	GS Testflug EN926-2:2021
Test order	Auftrag GS Musterprüfung UP Meru 2 SM (UP International GmbH)
Customer	UP International GmbH
Test standard	EN 926-2:2013+A1:2021
Test standard 2	LTF NFL HG/GS 2-565-20
Expert	Bauer
Result	positive
Billing to:	100%
Technical peculiarities	

Datum / Unterschrift (Josef Bauer)

RESULTS

PG test flight (general)

Take off weight [kg]	88
Weight limit for certification [kg]	88
Number of pilots	1
test pilot	Josef Bauer
Harness type	Supair Acro 4 M
Harness category	GH
Minimum speed [km/h]	23
Trim speed [km/h]	35
Accelerated speed [km/h]	46
Accelerator used?	Yes
Trimms	-

Classification

Classification	C

DETAILS ACCORDING TO EN 926-2:2013+A1:2021

1 Inflation/take-off — C

Rising behaviour	Overshoots, shall be slowed down to avoid a front collapse
Special take off technique required	No

2 Landing — A

Special landing technique required	No

3 Speeds in straight flight — A

Trim speed more than 30 km/h	Yes
Speed range using the controls larger than 10 km/h	Yes
Minimum speed	Less than 25 km/h

4 Control movement — C

Symmetric control pressure	Increasing

Symmetric control travel 45 cm to 60 cm

5 Pitch stability exiting accelerated flight — A

Dive forward angle on exit Dive forward less than 30°
Collapse occurs No

6 Pitch stability operating controls during accelerated flight — A

Collapse occurs No

7 Roll stability and damping — A

Oscillations Reducing

8 Stability in gentle spirals — A

Tendency to return to straight flight Spontaneous exit

9 Behaviour exiting a fully developed spiral dive — A

Initial response of glider (first 180°) Immediate reduction of rate of turn
Tendency to return to straight flight Spontaneous exit (g force decreasing, rate of turn decreasing)
Turn angle to recover normal flight Less than 720°, spontaneous recovery

10.1 Symmetric front collapse — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.2 Unaccelerated collapse (at least 50 % chord) — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 0° to 30°
Change of course Keeping course
Cascade occurs No
Folding lines used yes

10.3 Accelerated collapse (at least 50 % chord) — C

Entry Rocking back less than 45°
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Entering a turn of less than 90°
Cascade occurs No
Folding lines used yes

11 Exiting deep stall (parachutal stall) — B

Deep stall achieved Yes
Recovery Spontaneous in less than 3 s
Dive forward angle on exit Dive forward 30° to 60°
Change of course Changing course less than 45°
Cascade occurs No

12 High angle of attack recovery — A

Recovery Spontaneous in less than 3 s
Cascade occurs No

13 Recovery from a developed full stall — B

Dive forward angle on exit Dive forward 30° to 60°
Collapse No collapse
Cascade occurs (other than collapses) No

Rocking back	Less than 45°
Line tension	Most lines tight

14.1 Small asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.2 Large asymmetric collapse — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 15° to 45°
Re-inflation behaviour	Spontaneous re-inflation
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.3 Small asymmetric collapse accelerated — C

Change of course until re-inflation	90° to 180°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

14.4 Large asymmetric collapse accelerated — C

Change of course until re-inflation	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°
Re-inflation behaviour	Inflates in less than 3 s from start of pilot action
Total change of course	Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs	No
Cascade occurs	No
Folding lines used	yes

15 Directional control with a maintained asymmetric collapse — C

Able to keep course	Yes
180° turn away from the collapsed side possible in 10 s	Yes
Amount of control range between turn and stall or spin	25 % to 50 % of the symmetric control travel

16 Trim speed spin tendency — A

Spin occurs	No

17 Low speed spin tendency — A

Spin occurs	No

18 Recovery from a developed spin — A

Spin rotation angle after release	Stops spinning in less than 90°
Cascade occurs	No

19 B-line stall

Not carried out because the manoeuvre is excluded in the user's manual

20 Big ears — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°

21 Big ears in accelerated flight — A

Entry procedure	Standard technique
Behaviour during big ears	Stable flight
Recovery	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight

22 Alternative means of directional control — A

180° turn achievable in 20 s	Yes
Stall or spin occurs	No

23 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