


DHV TESTREPORT EN 926-2:2013+A1:2021

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| UP MERU 2 L | | |
| Type designation | UP Meru 2 L | |
| Type test reference no | DHV GS-01-2852-24 | |
| Holder of certification | UP International GmbH | |
| Manufacturer | UP International GmbH | |
| Classification | D | |
| Winch towing | Yes | |
| Number of seats min / max | 1 / 1 | |
| Accelerator | Yes | |
| Trimmers | No | |
| BEHAVIOUR AT MIN WEIGHT IN FLIGHT (108KG) | | BEHAVIOUR AT MAX WEIGHT IN FLIGHT (125KG) |
| Test pilots | <div><div></div><div>Harald Buntz</div></div> <div><div></div><div>Mario Eder</div></div> | |
| Inflation/take-off | :C | :C |
| Rising behaviour | Overshoots, shall be slowed down to avoid a front collapse | |
| Special take off technique required | No | |
| Landing | :A | :A |
| Special landing technique required | No | |
| Speeds in straight flight | :A | :B |
| 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 | 25 km/h to 30 km/h |
| Control movement | :A | :C |
| Symmetric control pressure | Increasing | Increasing |
| Symmetric control travel | Greater than 65 cm | 50 cm to 65 cm |
| Pitch stability exiting accelerated flight | :A | :A |
| Dive forward angle on exit | Dive forward less than 30° | |
| Collapse occurs | No | |
| Pitch stability operating controls during accelerated flight | :A | :A |
| Collapse occurs | No | |
| Roll stability and damping | :A | :A |
| Oscillations | Reducing | |
| Stability in gentle spirals | :A | :A |
| Tendency to return to straight flight | Spontaneous exit | |
| Behaviour exiting a fully developed spiral dive | :A | :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 | |
| Symmetric front collapse | :C | :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 | |
| Unaccelerated collapse (at least 50 % chord) | :C | :D |
| 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 | |
| Accelerated collapse (at least 50 % chord) | :D | :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 | |
| Exiting deep stall (parachutal stall) | :B | :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 | |
| High angle of attack recovery | :A | :A |
| Recovery | Spontaneous in less than 3 s | |
| Cascade occurs | No | |
| Recovery from a developed full stall | :B | :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 | |
| Small asymmetric collapse | :C | :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 | |
| Large asymmetric collapse | :C | :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 | |
| Small asymmetric collapse accelerated | :D | :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 | Yes, causing turn reversal | |
| Twist occurs | No | |
| Cascade occurs | No | |
| Folding lines used | yes | |
| Large asymmetric collapse accelerated | :C | :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 | |
| Directional control with a maintained asymmetric collapse | :C | :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 | |
| Trim speed spin tendency | :A | :A |
| Spin occurs | No | |
| Low speed spin tendency | :A | :A |
| Spin occurs | No | |
| Recovery from a developed spin | :A | :A |
| Spin rotation angle after release | Stops spinning in less than 90° | |
| Cascade occurs | No | |
| B-line stall | Not carried out because the manoeuvre is excluded in the user's manual | |
| Big ears | :A | :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° | |
| Big ears in accelerated flight | :A | :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 | |
| Alternative means of directional control | :A | :A |
| 180° turn achievable in 20 s | Yes | |
| Stall or spin occurs | 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 | |