Home | Contact | Imprint | Data protection Deutscher Hängegleiterverband e.V. DHV-tested Equipment Flying Equipment Database Manufacturers / Dealers Flying Schools **DHV** Databases PRINT TECHNICAL DATA DHV TESTREPORT LTF DATASHEET PARTS LIST OPERATING INSTRUCTION DHV TESTREPORT LTF

UP RIMO M		
Type designation	UP Rimo M	
Type test reference no		
Holder of certification		
	UP International GmbH	The second secon
Classification		
Winch towing	Yes	
Number of seats min / max		The state of the s
Accelerator		The state of the s
Trimmers	No	
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (80KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (120KG)
Test pilots	Josef Bauer	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
Londing	A	A
<u>Landing</u>	1A	IA
Special landing technique required	<u>i</u>	
Special landing technique required	<u>i</u>	No
Special landing technique required	<u>i</u>	
Special landing technique required Speeds in straight flight	No A	No A
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h	No A Yes	No A Yes
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h	No A Yes Yes	No A Yes Yes
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h	No Yes Yes	No A Yes
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed	No Yes Yes Less than 25 km/h	No Yes Yes Less than 25 km/h
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h	No A Yes Yes	No A Yes Yes
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure	No Yes Yes Less than 25 km/h Increasing	No Yes Yes Yes Less than 25 km/h Increasing
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed	No Yes Yes Less than 25 km/h Increasing	No A Yes Yes Yes Less than 25 km/h
Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel	Yes Yes Less than 25 km/h Increasing Greater than 60 cm	Yes Yes Yes Less than 25 km/h Increasing Greater than 65 cm
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure	No Yes Yes Less than 25 km/h Increasing	No Yes Yes Yes Less than 25 km/h Increasing
Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel	No Yes Yes Less than 25 km/h Increasing Greater than 60 cm	Yes Yes Yes Less than 25 km/h Increasing Greater than 65 cm
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight	No Yes Yes Less than 25 km/h Increasing Greater than 60 cm Dive forward less than 30°	No A Yes Yes Yes Less than 25 km/h A Increasing Greater than 65 cm
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Dive forward angle on exit	No Yes Yes Less than 25 km/h Increasing Greater than 60 cm Dive forward less than 30°	Yes Yes Yes Less than 25 km/h A Increasing Greater than 65 cm A Dive forward less than 30°
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Dive forward angle on exit	No Yes Yes Less than 25 km/h Increasing Greater than 60 cm Dive forward less than 30°	Yes Yes Yes Less than 25 km/h A Increasing Greater than 65 cm A Dive forward less than 30°
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Dive forward angle on exit Collapse occurs	Yes Yes Less than 25 km/h A Increasing Greater than 60 cm A Dive forward less than 30° No	Yes Yes Yes Less than 25 km/h A Increasing Greater than 65 cm A Dive forward less than 30° No
Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Dive forward angle on exit Collapse occurs Pitch stability operating controls during accelerated flight Collapse occurs	Yes Yes Less than 25 km/h Increasing Greater than 60 cm A Dive forward less than 30° No No	Yes Yes Less than 25 km/h A Increasing Greater than 65 cm A Dive forward less than 30° No No
Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Dive forward angle on exit Collapse occurs Pitch stability operating controls during accelerated flight	Yes Yes Less than 25 km/h A Increasing Greater than 60 cm A Dive forward less than 30° No	Yes Yes Less than 25 km/h A Increasing Greater than 65 cm A Dive forward less than 30° No
Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Dive forward angle on exit Collapse occurs Pitch stability operating controls during accelerated flight Collapse occurs	No A Yes Yes Yes Less than 25 km/h A Increasing Greater than 60 cm A Dive forward less than 30° No A	Yes Yes Less than 25 km/h A Increasing Greater than 65 cm A Dive forward less than 30° No No
Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Dive forward angle on exit Collapse occurs Pitch stability operating controls during accelerated flight Collapse occurs Roll stability and damping Oscillations	No A Yes Yes Less than 25 km/h A Increasing Greater than 60 cm A Dive forward less than 30° No A Reducing	Yes Yes Less than 25 km/h A Increasing Greater than 65 cm A Dive forward less than 30° No A Reducing
Special landing technique required Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Dive forward angle on exit Collapse occurs Pitch stability operating controls during accelerated flight Collapse occurs Roll stability and damping	No A Yes Yes Yes Less than 25 km/h A Increasing Greater than 60 cm A Dive forward less than 30° No A	A Yes Yes Less than 25 km/h A Increasing Greater than 65 cm A Dive forward less than 30° No A No
Speeds in straight flight Trim speed more than 30 km/h Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Dive forward angle on exit Collapse occurs Pitch stability operating controls during accelerated flight Collapse occurs Roll stability and damping Oscillations	A Yes Yes Less than 25 km/h A Increasing Greater than 60 cm A Dive forward less than 30° No A Reducing A	Yes Yes Less than 25 km/h A Increasing Greater than 65 cm A Dive forward less than 30° No A Reducing

A	A
Immediate reduction of rate of turn	Immediate reduction of rate of turn
Spontaneous exit (g force decreasing, rate of turn decreasing)	Spontaneous exit (g force decreasing, rate of turn decreasing)
Less than 720°, spontaneous recovery	Less than 720°, spontaneous recovery
A	A
Rocking back less than 45°	Rocking back less than 45°
Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward 0° to 30°	Dive forward 0° to 30°
Keeping course	Keeping course
No	No
no	no
A	A
Rocking back less than 45°	Rocking back less than 45°
	Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous recovery A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° Keeping course No no

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	Keeping course	Keeping course
Cascade occurs	No	No
Folding lines used	no	no
Accelerated collapse (at least 50 % chord)	A	A
	Rocking back less than 45°	Rocking back less than 45°
Entry	<u> </u>	±
Entry	Rocking back less than 45° Spontaneous in less than 3 s	Rocking back less than 45°
Entry Recovery	Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30°	Rocking back less than 45° Spontaneous in less than 3 s

No

no

Dive or roll angle 15° to 45°

Spontaneous re-inflation

Less than 360°

Less than 90°

control travel

Dive or roll angle 15° to 45°

More than 50 % of the symmetric

Changing course less than 45°

Dive forward 0° to 30°

Spontaneous re-inflation

Cascade occurs No

Maximum dive forward or roll angle Dive or roll angle 0° to 15°

Re-inflation behaviour Spontaneous re-inflation

Total change of course Less than 360°

Change of course until re-inflation Less than 90°

Maximum dive forward or roll angle Dive or roll angle 15° to 45°

Re-inflation behaviour Spontaneous re-inflation

10 s

Change of course before release Changing course less than 45°

Dive forward angle on exit Dive forward 0° to 30°

spin travel

Amount of control range between turn and stall or More than 50 % of the symmetric control

Folding lines used no

Recovery from a developed full stall

Large asy

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
<u>High angle of attack recovery</u>	A	A
Recovery	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	No	No

Dive forward ar	gle on exit Dive forward 0° to 30°	Dive forward 0° to 30°
	Collapse No collapse	No collapse
Cascade occurs (other than	collapses) No	No
Ro	cking back Less than 45°	Less than 45°
L	ine tension Most lines tight	Most lines tight
Small asymmetric collapse	Α	A
Change of course until	re-inflation Less than 90°	Less than 90°

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
ymmetric collapse	A	Α
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°

·	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 0° to 15°	Dive or roll angle 15° to 45°
Po-inflation hehaviour	Spontaneous re-inflation	Spontaneous re-inflation

Change of course until re-inflation	Less than 90°	Less than 90°
Maximum dive forward or roll angle	Dive or roll angle 0° to 15°	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°
· · · · · · · · · · · · · · · · · · ·	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 reinflation)
Twist occurs	No	No
Cascade occurs	No	No
Folding lines used	no	no
Large asymmetric collapse accelerated	A	A

Less than 360°	Less than 360°
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)
No	No
No	No
no	no
A	A
Yes	Yes
Yes	Yes
	No (or only a small number of collapsed cells with a spontaneous re inflation) No No no Yes

Trim speed spin tendency	A	A
	Spin occurs No	No
<u>Low speed spin tendency</u>	A	A
	Spin occurs No	No
Recovery from a developed spin	A	A
Spin rotation angle	after release Stops spinning in less than 90°	Stops spinning in less than 90°
Ca	ascade occurs No	No
B-line stall	A	A

Beh	aviour before release Remains stable with straight spa	n Remains stable with straight span
	Recovery Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive 1	forward angle on exit Dive forward 0° to 30°	Dive forward 0° to 30°
	Cascade occurs No	No
Big_ears	A	Α
	Entry procedure Standard technique	Dedicated controls
Beha	viour during big ears Stable flight	Stable flight
	Recovery Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive 1	forward angle on exit Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated fligh	nt A	A
	Entry procedure Standard technique	Dedicated controls
Beha	viour during big ears Stable flight	Stable flight
	Recovery Spontaneous in less than 3 s	Spontaneous in less than 3 s

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	Yes
Stall or spin occurs	s No	No

No other flight procedure or configuration described in the user's manual

Any other flight procedure and/or configuration described in the user's manual