TECHNICAL DATA DHV TESTREPORT LTF DHV TESTREPORT EN	DATASHEET PARTS LIST OPERATING INSTRUC	
DHV TESTREPORT EN 926-2:2013+A1:2	021	
UP KIBO X M		
Type designation Type test reference no Holder of certification Manufacturer Classification Winch towing	DHV GS-01-2884-24 <u>UP International GmbH</u> <u>UP International GmbH</u> B	
Number of seats min / max	,	
Accelerator Trimmers		
Test pilots	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (90KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT (115KG)
	Josef Bauer No release	Sebastian Mackrodt No release
Inflation/take-off	¦A	<u> </u> A
Rising behaviour Special take off technique required	Smooth, easy and constant rising	Smooth, easy and constant rising No
Special take on 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
-	Less than 25 km/h	Less than 25 km/h
Control movement	A	A
Symmetric control pressure	Increasing	Increasing
Symmetric control travel	Greater than 60 cm	Greater than 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	No
Roll stability and damping	A	A
Oscillations	Reducing	Reducing
	1-	1.
Stability in gentle spirals		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	A	A
Entry	r Rocking back less than 45°	Rocking back less than 45°
-	Spontaneous in less than 3 s	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		no
<u>Unaccelerated collapse (at least 50 % chord)</u>	<u>.</u>	B
	Rocking back less than 45°	Rocking back less than 45°
	Spontaneous in less than 3 s	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	no	no
Accelerated collapse (at least 50 % chord)	A	В
Entrv	r Rocking back less than 45°	Rocking back less than 45°
-	Spontaneous in less than 3 s	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	no	no
<u>Exiting deep stall (parachutal stall)</u>	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°
_	Changing course less than 45°	Changing course less than 45°
Cascade occurs		No
	,	1
High angle of attack recovery	¦A	A
-	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Cascade occurs	i NO	No
Recovery from a developed full stall	A	В
Dive forward angle on exit	: Dive forward 0° to 30°	Dive forward 30° to 60°
Collapse	No collapse	No collapse
Cascade occurs (other than collapses)	No	No
Rocking back		Less than 45°
_	Most lines tight	Most lines tight
	-	-
Small asymmetric collapse	A	A
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	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
Twist occurs	No	re inflation) No
Cascade occurs		No
Folding lines used		no
rotang mes used		
Large asymmetric collapse	в	В
	90° to 180°	90° to 180°
Change of course until re-inflation		
-	Dive or roll angle 15° to 45°	Dive or roll angle 15° to 45°
Maximum dive forward or roll angle		5
Maximum dive forward or roll angle	Spontaneous re-inflation	Spontaneous re-inflation Less than 360°

Twist occurs	No	No
Cascade occurs	s No	No
Folding lines used	no	no
Cruell econometric cellence econometred	i.	i.
Small asymmetric collapse accelerated		A
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle	-	Dive or roll angle 15° to 45°
Total change of course	Spontaneous re-inflation	Spontaneous re-inflation Less than 360°
2	No (or only a small number of collapsed	No (or only a small number of
conapse on the opposite side occurs	cells with a spontaneous re inflation)	collapsed cells with a spontaneous re inflation)
Twist occurs	s No	No
Cascade occurs	s No	No
Folding lines used	no	no
Large asymmetric collapse accelerated	B	В
·	i	<u>i</u>
Change of course until re-inflation		90° to 180°
Maximum dive forward or roll angle		Dive or roll angle 15° to 45°
	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course		Less than 360° No (or only a small number of
conapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)	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
180° turn away from the collapsed side		Yes
	105	165
possible in 10 s	i	
	More than 50 % of the symmetric control	More than 50 % of the symmetric control travel
possible in 10 s Amount of control range between turn and stall or spin	More than 50 % of the symmetric control travel	control travel
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possible in 10 s Amount of control range between turn and stall or spin Trim speed spin tendency Spin occurs Low speed spin tendency Spin occurs Recovery from a developed spin Spin rotation angle after release Cascade occurs B-line stall Change of course before release	More than 50 % of the symmetric control travel A No B Stops spinning in 90° to 180° No A Changing course less than 45°	control travel A No A Stops spinning in less than 90° No A Changing course less than 45°
possible in 10 s Amount of control range between turn and stall or spin Trim speed spin tendency Spin occurs Low speed spin tendency Spin occurs Recovery from a developed spin Spin rotation angle after release Cascade occurs B-line stall Change of course before release Behaviour before release	More than 50 % of the symmetric control travel A No A Stops spinning in 90° to 180° No A Changing course less than 45° Remains stable with straight span	control travel A No A No A Stops spinning in less than 90° No A Changing course less than 45° Remains stable with straight span
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Dive forward angle on exit Dive forward	ard 0° to 30° Dive forward 0° to 30°
Behaviour immediately after releasing the Stable flig accelerator while maintaining big ears	ht Stable flight
Alternative means of directional control	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