K2⁵

Operating Manual
and Service Booklet

Serial Number: _____

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TABLE OF CONTENTS

TABLE OF CONTENTS **1**

WELCOME TO UP INTERNATIONAL **5**

SAFETY INSTRUCTIONS **6**

ENVIRONMENTALLY RESPONSIBLE BEHAVIOR 6

TECHNICAL DESCRIPTION **7**

INTENDED USE 7
LTF AND EN CLASSIFICATION 7
TARGET GROUP AND RECOMMENDED FLIGHT EXPERIENCE 7
REQUIREMENTS IN NORMAL FLIGHT 7
REQUIREMENTS IN CASE OF MALFUNCTIONS 7
REQUIREMENTS FOR RAPID DESCENT MANEUVERS 8
SUITABILITY FOR TRAINING 8
RECOMMENDED WEIGHT RANGE 8
OPERATING LIMITS 8
TECHNICAL DATA OF THE UP K2[5] 9
CONSTRUCTION 10
CANOPY MATERIAL 10
LINE MATERIAL 10
LINE SYSTEM 10
RISERS 11
Riser Overview *12*
TANDEM SPREADER (OPTIONAL) 12

BEFORE THE FIRST FLIGHT **13**

SETTINGS AND ADJUSTMENTS 13
POSITIONING OF THE BRAKE HANDLES 13
SUITABLE HARNESSES 14
Harness dimensions at certification *14*
RESCUE PARACHUTE 14
INTENDED USE 15
AEROBATICS 15
PARAMOTOR USE 15
FLYING WITH A PASSENGER 15

FLIGHT PRACTICE **16**

Tandem Spreader setup 16
Preflight check 17
The take-off phases 17
Speed Control 18
Using the brake lines *18*
Using the Trimmer *18*
Turning 19
Landing 19
Winch Towing 19
Towline Release System Attachment 20

FLIGHT SAFETY 21

Thermals and Turbulence 21
Rapid Descent Maneuvers 21
Big ears *22*
Steep Spiral Dive *22*
B-Stall *23*

EXTREME FLIGHT MANEUVERS 24

Behavior in Extreme Flight Situations 24
Collapses 24
Asymmetric collapse *24*
Cravatte *24*
Frontal collapse *25*
Stalls 25
Deep Stall *26*
Full Stall *26*
Spin 26
Wingover 27
Emergency Steering 27

OPERATIONAL HAZARDS 28

Rain-Induced Deep Stall 28
Modifications: Advertising and Adhesive Sail 28
Overload 29
Flying by the Sea 29

MAINTENANCE AND CLEANING 30

Packing and Storage 30
Paraglider Fabric 31
UV Exposure Precautions *31*

Ground Handling and Layout *31*
Moisture and Drying *31*
Saltwater Exposure *32*
PARAGLIDER LINES 32
STORAGE AND TRANSPORT 32
CLEANING PROCEDURES 33
Chlorine Exposure *33*
Salt Water Exposure *34*

INSPECTIONS AND REPAIRS 35

FIELD REPAIRS 35
TRIMMER WEBBING REPLACEMENT 35
AIRWORTHINESS CHECK 36
AIRWORTHINESS SELF-CHECK REGULATIONS 36
UP CRAFTSMANSHIP 37
CERTIFIED SPARE PARTS 37

UP WARRANTY 38

MANDATORY CONDITIONS FOR CLAIMS 38
NATIONAL WARRANTY CONDITIONS 38

SHIPPING & LOGISTICS FOR SERVICE 39

LINE PLAN 40

SERVICE BOOKLET 41

Glider and pilot data *41*

Important
Where necessary, important information is highlighted using the following terms and symbols:

WARNING!
These notices draw attention to hazards that can result in injury or death if ignored.

CAUTION!
These notes draw attention to hazards that may cause damage to the paraglider or premature wear.

NOTE
This is a hint or additional information that is considered helpful.

WELCOME TO UP INTERNATIONAL

Congratulations on purchasing your new **UP K2^5**.

UP International is known worldwide for the development and manufacture of first-class paragliders, with maximum safety, optimal performance, and top quality as the primary focus. UP paragliders are designed and continuously developed based on the requirements and feedback of our customers.

We therefore welcome all suggestions and ideas for improvement. Your feedback and constructive criticism allow you to actively contribute to the ongoing development of our products.

To ensure that we can keep you informed about technical updates for your UP paraglider and the latest developments at UP, please register your paraglider after purchase. Product registration also ensures preferential treatment in all service matters should any issues arise.

You can register your UP K2^5 online at:

http://www.up-paragliders.com/en/service/product-registration

If you have any questions, please contact your UP dealer or UP International directly:

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We wish you many enjoyable and safe flights with your UP K25. - Your UP International Team

SAFETY INSTRUCTIONS

Please read this operating manual carefully before your first flight with the UP K2^5. This will help you become familiar with your new paraglider more quickly. The manual provides information about all important characteristics and features of the UP K2^5, but it does not replace professional flight training.

The following points are especially important:

- At the time of delivery this paraglider corresponds to the type tested according to EN 926-1: 2015, EN 926-2:2013+A1:2021 and LTF NFL HG/GS 2-565-20. Any unauthorized modification beyond the permitted adjustment options will void the operating license!
- The use of this paraglider is entirely at your own risk. The manufacturer and distributor accept no liability.
- The pilot is responsible for their own safety and must ensure before every launch that the aircraft is airworthy.
- The pilot must hold the required licenses and comply with all applicable legal regulations.

Environmentally Responsible Behavior

Paragliding is a nature-oriented and environmentally friendly sport. Respectful behavior toward nature should therefore be a matter of course for every pilot.

Please avoid noise, stay on marked paths, and do not leave any litter. This helps preserve the natural environment for future generations. Before each flight, inform yourself about applicable nature conservation regulations in the flying area and along the planned route.

TECHNICAL DESCRIPTION

The UP K2[5] was developed by UP International to meet the specific requirements of a safe tandem paraglider with excellent launch characteristics and a wide performance range. All materials used meet the high quality standards common to all UP products and are carefully selected and extensively tested to ensure a long service life.

Further details on the construction, dimensions, and line lengths of the UP K2[5] can be found in the appendix to this manual. Any technical changes are documented in the appendix or published on the UP website.

Intended Use

According to LTF-HG/GS 2-565-20 the UP K2[5] is to be used as "light air sports equipment" with an empty weight of less than 120 kg in the paraglider category.

LTF and EN Classification

The UP K2[5] was classified as EN 926-2:2013+A1:2021 / LTF NfL 2024-2-785 EN B (all sizes).

Target Group and Recommended Flight Experience

The UP K2[5] is ideally suited both for recreational pilots who wish to enjoy relaxed thermal and cross-country flights with a passenger, as well as for professional commercial tandem use.

Regular flight practice and advanced flying skills are required. A minimum of approximately **20–30 flight hours per year** is recommended.

Requirements in Normal Flight

The flight and control behavior of paragliders in this class requires an advanced, precise and sensitive control technique, due to significantly higher take-off weight compared to single seat paraglider. In addition, a largely automated active flying style.

Requirements in Case of Malfunctions

After disturbances, the behavior of the glider places increased demands on pilot skill and reaction speed. The pilot should have sufficient practical experience in avoiding and managing common disturbances, particularly asymmetric and frontal collapses.

If this experience is insufficient, type-specific instruction—ideally during a safety training course—is strongly recommended.

Requirements for Rapid Descent Maneuvers

Rapid descent maneuvers such as steep spirals or B-stalls require higher pilot proficiency due to the more demanding handling characteristics. Sound practical knowledge of these maneuvers is essential. Otherwise, specialized instruction in a safety training environment is recommended.

Suitability for Training

The UP K2[5] is suitable for the training of future tandem pilots who have already completed solo pilot training and meet the nationally required prerequisites for tandem pilot qualification.

Recommended weight range

The UP K2[5] must always be flown within the approved takeoff weight range specified in the technical data section. The takeoff weight includes the pilot, passenger, clothing, glider, harnesses, and all equipment.

The easiest way to determine takeoff weight is to weigh the pilot with full equipment, then weigh the passenger separately and add both values.

When flown with a heavier passenger near the upper weight limit, the UP K2[5] becomes slightly faster and more dynamic. Changes in weight primarily affect trim speed, with little noticeable influence on glide performance.

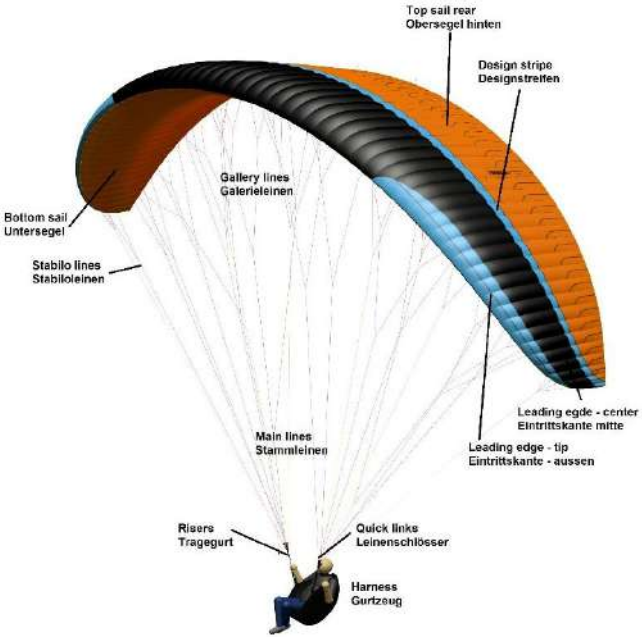
Operating limits

For safe operation of the UP K2[5], all operating limits must be respected throughout the entire flight, including preparation and post-flight handling. The operating limits are exceeded if any of the following conditions apply:

- Flying with number of seats not corresponding to the certification.
- Flying with a take-off weight beyond the certified range.
- Temperatures below -30° C or above 50° C, respectively.
- Flying in rain, snowfall, clouds, fog, or with the canopy wet for any other reason.
- Unauthorized modifications to the canopy, lines or risers.
- Acrobatic flying and flight maneuvers over 90° bank angle.
- Wind speeds at the take-off site and expected wind speeds in flight higher than 2/3 of the flyable speed with the take-off weight intended for the flight.
- Turbulent weather conditions likely to produce extreme flight situations beyond those tested in the certification.

Technical data of the UP K2[5]

Size	38	41	44
Surface area flat (m^2)	38.4	41.4	44.4
Surface area projected (m^2)	32.4	34.9	37.5
Span flat (m)	14.8	15.3	15.9
Span projected (m)	11.5	11.9	12.4
Aspect ratio flat	5.7	5.7	5.7
Aspect ratio projected	4.1	4.1	4.1
Number of cells	56	56	56
Total line length incl. brake (m)	480	496	516
Total # of lines incl. brake	149	149	149
Maximum symmetrical steering travel at maximum weight (cm)	68	70	72
Total trimmer travel (mm)	100	100	100
Glider weight (kg)	7.45	7.85	8.35
Take-off weight (kg)	95 - 195	110 - 220	120 – 240
EN / LTF Category	B	B	B
Description	Tandem / Solo	Tandem	Tandem



Construction

- Maximum suspension airfoils
- Double 3D panel shaping
- Mini ribs
- Air Intake Tension Lines
- Front section support
- Optimized line scheme
- Break tension system
- Big Ear Holder
- Easy Clean Pocket

For more details, see the UP K2^5 Product Page

Canopy Material

- Top surface front: Porcher Skytex Everlast
- Design stripe: Porcher Skytex Universal
- Top surface rear: Porcher Skytex Universal
- Bottom surface: Dominico D20
- Ribs / tapes: Porcher Skytex 40 Hard / Dominico D32 Hard

Line Material

The UP K2^5 uses sheathed and unsheathed Dyneema® and aramid lines from Edelrid and Liros, in various diameters. Detailed information is provided in section Line Map.

Line System

The lines of each half of the canopy are grouped into four main levels plus brake lines:

- **A level:** Amain1, Amain2, Amain3
- **B level:** Bmain1, Bmain2, Bmain3
- **C level:** Cmain1, Cmain2, Cmain3, STI
- **D level:** Dmain1, Dmain2, Dmain3
- **Brake lines:** BRI

Each brake line is gathered into a main brake line, which is routed through a pulley on the C riser. A marking indicates the factory brake handle attachment point.

For ease of handling and inspection, the line levels are color-coded. All main lines are connected to the risers via separate Maillon Rapide® connectors equipped with line collectors to prevent line slippage.

Risers

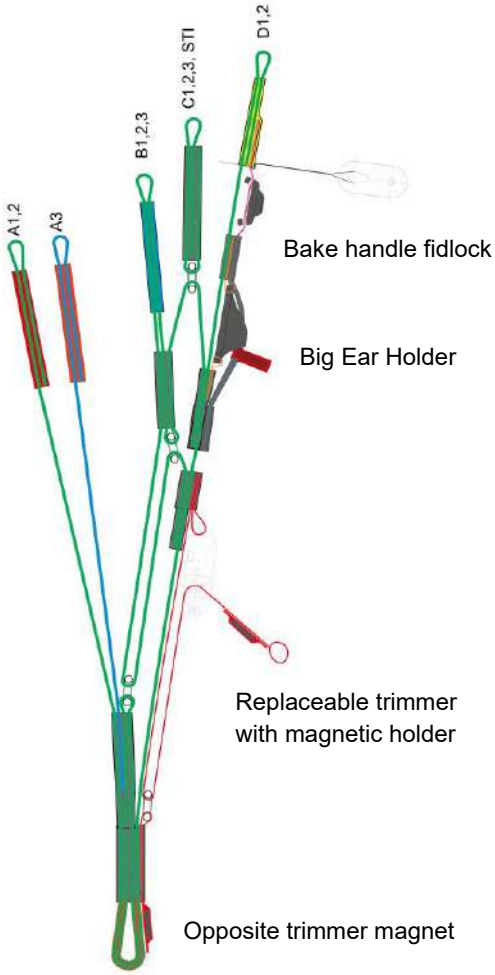
The split A and B risers are color-coded to ensure clear identification during launch, big ears, and B-stall maneuvers:

- A / A3 riser: Red
- B riser: Black
- C riser: Black
- D riser: Yellow

The UP K2[5] is equipped with newly developed risers featuring trimmers on the D risers, allowing adjustment of the canopy angle of attack. Trimmer use is explained in detail in the section Speed Control Using Trimmers.

Riser length (mm)	All Sizes **Closed Trimmer**	All Sizes **Opened Trimmer**
AI, AII, AIII	380	380
BI, BII, BIII	380	380
CI, CII, CIII	370	420
DI, DII, DIII	360	460

Riser Overview



Tandem Spreader (Optional)

The UP K2[5] can optionally be supplied with a height-adjustable soft tandem spreader. This allows compensation for height differences between pilot and passenger. Green markings at 120 mm intervals indicate adjustment steps.

By pulling the red loop, the distance between the pilot and main suspension can be adjusted. Detailed operational instructions are provided in the section Tandem Spreader Setup

BEFORE THE FIRST FLIGHT

The UP K2[5] is delivered with an inner bag, compression strap, and repair material. Optional accessories include a tandem spreader, stuff bag, or backpack. The manual is available for download on the UP website.

Each UP K2[5] undergoes a thorough individual inspection at the factory to ensure conformity with the certified reference model.

CAUTION! The UP K2[5] must be inflated on a flat field before the first flight. The first flight should be carried out by a recognized DHV flying school or an authorized representative before the glider is delivered to the end customer.

Settings and Adjustments

During development, the UP K2[5] was finely tuned by test pilots and designers to achieve optimal trim with respect to safety, handling, and performance. The riser settings of the UP K2[5] are highly precise and must not be altered under any circumstances.

WARNING! Any unauthorized modification to the aircraft will void the operating license. Only the brake handle position may be individually adjusted.

Positioning of the brake handles

The UP K2[5] is delivered from the factory with a brake setting optimized for tandem operation and suitable for most pilots.

For very tall or very small pilots, for harnesses with particularly high or low hang points, for use with a different spreader, or for solo flight, adjustment of the brake handle position may be necessary.

When shortening the brake setting, it is essential to ensure that the UP K2[5] is not permanently braked in either closed or open trimmer configurations. Excessively shortened brakes can negatively affect performance and launch behavior and may lead to serious safety issues. A free travel of several centimeters must always remain to prevent unintentional braking. Note that aerodynamic drag on the brake lines already produces a braking effect.

When lengthening the brake setting, it must still be possible to fully control the glider during launch and to reach the stall point during landing without wrapping the brakes.

Adjustments should always be made in small steps (3–4 cm) and tested on a training slope. Symmetrical adjustment of both brake lines is essential.

Incorrect or loose brake knots can lead to loss of control.

Caution! Loose or unsuitable brake line knots can lead to severe accidents due to loosening brake handles and temporary loss of control!

Suitable Harnesses

The UP K2[5] is compatible with all tested and certified harnesses featuring a chest-level suspension, classified as GH without cross-bracing.

Harness dimensions at certification

The sample test uses harnesses with the following dimensions:

Total flying weight	**Width**: horizontal distance between the attachment points of the risers (measured from the center lines of the carabiners).	**Height**: normal distance from the attachment points of the risers (measured from the center lines of the carabiners) to the seat board surface.
< 80 kg	40 +/- 2 cm	40 +/- 2 cm
80 - 100 kg	44 +/- 2 cm	42 +/- 2 cm
> 100 kg	48 +/- 2 cm	44 +/- 2 cm

For tandem certification, the passenger harness carabiner distance is set to the same value as the pilot harness.

Rescue parachute

Carrying a suitable reserve parachute is not only mandatory but essential for safe operation.

When selecting a reserve system, ensure that it is approved and suitable for the intended takeoff weight.

The reserve connection line must be attached to the connection point between the riser and the tandem spreader to allow controlled descent with a passenger in the event of deployment.

When using the UP soft spreader, this is achieved using a screw-lock carabiner with a minimum breaking load of 2400 daN, mounted on the bottom side of the main strap.

The reserve bridle must be routed through the neoprene cover underneath the spreader. Ensure that the reserve system is installed so that accidental deployment by the pilot or passenger is impossible.

Always follow the instructions provided by the reserve and harness manufacturers.

WARNING! The reserve parachute must never be attached to the pilot's harness alone. In the event of deployment, the passenger would pendulum beneath the pilot, creating a high risk of serious injury upon landing.

Intended Use

The UP K2^5 has been developed and tested exclusively for use as a paraglider for foot and winch launch. Any use beyond the intended use is prohibited.

Aerobatics

The UP K2^5 has not been built and tested for aerobatics. It is not suitable and certified for this purpose.

WARNING! Performing acrobatic maneuvers with the UP K2^5 poses a serious risk to life due to unpredictable flight states and potential structural overload!

Paramotor use

For powered operation of the UP K2^5, please contact UP International, the motor manufacturer, and the relevant aviation authority (e.g., DULV in Germany) regarding certification.

Flying with a Passenger

The UP K2^5 is designed for two-seat operation. Size 38 is additionally approved for solo flight.

Flight with more than two persons is not permitted.

All individuals and equipment involved in tandem operation—including pilot, passenger, harnesses, reserve systems, and suspension—must meet the applicable certification and licensing requirements.

Tandem flying is one of the most demanding disciplines in paragliding. In addition to technical qualifications, the pilot bears full responsibility for the passenger's safety and should adapt to each passenger's individual needs.

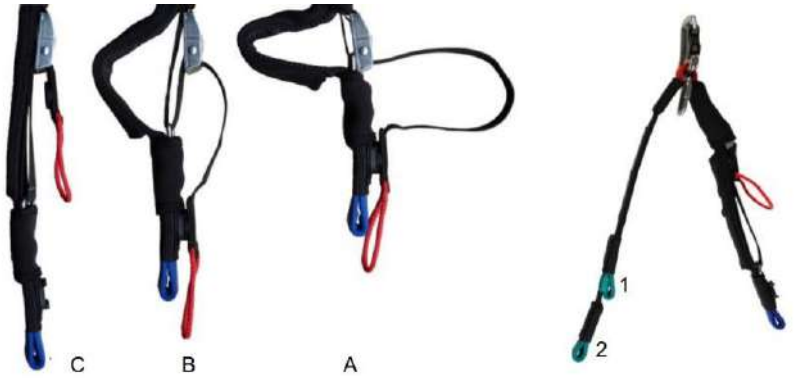
FLIGHT PRACTICE

Tandem Spreader setup

When using the UP soft spreader, the difference in size between the passenger and the pilot can be compensated using the adjustment strap in range between following positions:

- One limit position is -50 mm where the passenger is connected to the higher passenger loop (No. 1) and the adjustment strap is fully open (position C). Use this setting if the pilot is smaller than the passenger.
- The other limit position is +200 mm where the passenger is connected to the lower passenger loop (No. 2) and the adjustment strap is fully closed (position A). Use this setting if the pilot is significantly larger than the passenger).

After adjusting the strap, make sure that the loose part of the strap is attached to the magnet on the pilot's suspension and that the clamp buckle is firmly closed. You can check this by pulling the adjustment lever of the clamp buckle.



WARNING! The carabiners for the pilot, passenger, and glider may only be attached to the designated attachment loops. The attachment loops are color-coded for better orientation (pilot – blue, passenger – green, glider – red). This is the only allowed attachment scheme, the soft spreader is designed for this purpose, any deviations may bring risk of incorrect layout of forces which could cause the spreader to break.

Preflight check

Before every flight, a thorough pre-flight inspection must be carried out. This is especially important in tandem operation.

NOTE Before every take-off, the take-off check (five-point check) is necessary. In order not to forget anything, it is advantageous to always do it in the same order.

1. The paraglider should be laid out in an arc so that when it is pulled up with the centre A-risers (red), the lines in the centre of the glider are tensioned slightly earlier than those at the wing ends. This ensures an easy and directionally stable launch. When launching, please pay attention to the wind direction so that both halves of the paraglider are symmetrically filled when pulling up against the wind and the canopy does lean sideways.
2. Carefully sort all the lines and risers. The A-lines deserve special attention. They must run freely and without entanglements from the A-riser to the canopy. It is equally important that the brake lines are free and cannot get caught during take-off. Ensure that no lines run under the canopy. Launching with a line over the wing is extremely dangerous!

   Set the trimmer to neutral for a foot launch. The green mark is visible on the clamp buckle and all risers are the same length. For a winch launch, it is recommended to open the trimmer half way (red mark).The glider is then accelerated by 50%.
3. Make sure that all straps on the harness are closed. This should be checked from bottom to top in a consistent order by grasping the respective buckles. Also check that the helmet is closed, the rescue parachute is hooked in and the carabiners are secured.
4. Immediately before take-off check if the airspace is clear (also behind you).
5. The last step is to check the wind direction. If everything fits, you may start.

The take-off phases

Compared to its predecessor the UP K2[5] is even easier to launch. A light pull on the center A lines (red) is sufficient for the canopy to inflate evenly and rise immediately above the pilot. During the inflation phase, the UP K25 shows no tendency to hang back.

During inflation, the pilot holds the center A risers (red) and the brake handles in their hands. A final visual check of the laid-out canopy is mandatory. The center of the UP K25 canopy is identifiable by the UP logo on the leading edge. Careful layout of the

canopy according to the wind direction, as well as a launch run aligned with the canopy center, facilitates the inflation phase.

With consistent and even pull, the canopy fills. The arms should be held slightly bent, aligned with the A lines. As soon as the pulling force decreases during inflation—at which point the canopy is above the pilot—the pilot looks up and ensures that the canopy is fully open and correctly positioned overhead. Depending on the initial impulse, wind strength, and slope inclination, it may be necessary to apply light braking at the apex to stabilize the UP K2[5].

Any directional corrections using the brakes should only be made once the canopy is already overhead; otherwise, excessive braking may cause the glider to fall back.

Only at the end of the control phase is the final decision to take off made. With an appropriate running speed, the pilot and passenger lift off during the acceleration and takeoff phase, which—depending on the launch terrain—can be supported by careful brake input.

Speed Control

Using the brake lines

The UP K2[5] features a very wide speed range combined with high aerodynamic stability. By using the brake lines, the airspeed can be adjusted so that optimal performance and safety can be selected for any flight situation.

In calm air, the UP K2[5] achieves its best glide speed in the unbraked configuration. When both brake lines are pulled approximately 15–20 cm, the glider enters the range of minimum sink. If brake input is increased further, the sink rate no longer decreases, control forces increase noticeably, and the pilot reaches minimum airspeed.

CAUTION! Flying too slowly near stall speed carries the risk of unintended stall or spin, so this speed range must be avoided.

Using the Trimmer

The UP K2[5] is equipped with a negative trim system, which is operated via the two buckles on the D risers.

Trimmer neutral: The neutral position is indicated by a green marking on the trimmer strap. This normal setting is recommended for foot launches as well as for normal flight in light wind conditions.

Trimmer closed: Decreased air speed brings a sink decrease as well. Therefore this setting can be favorable for climbing in a thermal.

Trimmer open: Open trimmers, and the resulting higher airspeed, are suitable for strong wind, winch towing, flight with big ears applied, or when flying with light

passengers. UP International recommends flying with open trimmers in the lower and mid weight ranges, as speed and handling reach an optimal balance in this configuration.

At the red marking, the glider is 50% accelerated. Fully opening the trimmers results in maximum acceleration. This is evident when the trimmer strap is completely unloaded and the C/D risers have reached their maximum length.

CAUTION! All extreme flight situations (e.g. collapses) become more dynamic at increased speed. Therefore, the acceleration system should be operated carefully in low altitude or very turbulent air.

Turning

The UP K2[5] responds precisely to brake input with smooth, coordinated turns. Use balanced brake and weight-shift input to maintain efficient turns. Avoid excessive inside brake pressure, particularly at low speeds or high wing loading. Due to its tandem nature, the glider requires slightly larger turn radii compared to solo wings.

Landing

Approach the landing area with sufficient height and into the wind if possible.

The trimmer position should correspond with the wind strength and passenger weight for landing:

- Heavy passenger and no wind favors closing the trimmers.
- Light passenger and stronger wind favors opening the trimmers. The trimmers should not be fully open for landing, especially in turbulent air, to keep as much stability of the glider as possible.

Perform a smooth and progressive flare to reduce speed and ensure a gentle touchdown for both pilot and passenger.

Winch Towing

The UP K2[5] tows easily. There are no special techniques needed. Anyway, following points should be always considered:

- Unless you are towing on your "home winch", where you know both the winch and the tow area and how to tow, it is necessary to familiarize yourself with the local conditions. Any "guest" at a foreign flying site is sure to be gladly briefed by the local pilots.
- When launching, make sure that the glider is completely inflated above the pilot before giving the launch command. Any brake corrections should only

be made when the canopy is already in the flight position, otherwise the glider may stall, or rotate sideways.

- The launch command must not be given before the glider is completely under control.
- Try to avoid large brake inputs until you are reasonably high. Emphasize weight shift if any course correction is necessary close to the ground.
- Do not try to climb steeply during the first part of the tow. Good airspeed is essential.
- Do not use a towline tension greater than 150 daN at any time during the tow.
- All persons involved with the towing operation should be suitably qualified and experienced. All equipment used should, where necessary, be certified, and a tow permit should be valid for the field being used.

Towline Release System Attachment

For tandem paragliders it is not necessary to use the tow-release adapter now recommended for solo towing. We recommend hooking into the passenger harness main karabiners, even if the harness is equipped with tow-release loops. For tandem towing these are placed too low and will result in an unsuitable load distribution, with the pilot/passenger being pulled too far forward.

FLIGHT SAFETY

The development of high performance paragliders from square parachutes has meant vast improvements in speed, sink rate and handling. But, at the same time, it has also led to a requirement on behalf of the pilot for accurate, sensitive control and an acute anticipation of possible flying conditions. Any glider, whether beginner or competition class, may collapse in turbulent conditions and you must be able to react accordingly.

Before takeoff and during the flight it is very important to anticipate any likely turbulence and fly accordingly. Look well ahead, and as well as looking for areas of likely lift, try and predict, and avoid, areas of sink and rough air. If you do find yourself in turbulence then look for the cause, and adjust your flight plan to avoid other similar places. Before and during flying, it is important to plan your route in advance. Very few turbulences occur suddenly but have a causal cause. If you think about the weather conditions of the day and the flight area in advance, you can avoid many dangers later.

Thermals and Turbulence

In turbulent air, the UP K2[5] should be flown with a little brake to increase the angle of attack and provide greater stability. While flying in strong or broken thermals, it is important that you concentrate on keeping the wing centrally above your head. Do this by allowing the glider to fly faster while entering a thermal, and by dampening the surge of the canopy while exiting the thermal by braking gently. Flying fast is useful for getting through sink or when flying into a headwind. The **UP K2[5]** possesses a high inherent stability due to its construction and design, however an active flying style in turbulence will help increase safety by preventing unnecessary collapses and deformation of the canopy.

Rapid Descent Maneuvers

Rapid descent techniques are used to quickly lose height in situations such as approaching bad weather, entering controlled airspace, or avoiding terrain. These maneuvers place increased demands on pilot skill, especially in tandem operation and must be trained in advance.

WARNING! All other flight maneuvers, such as full stalls and negative turns, are to be avoided as descent aids, since you will not achieve higher sink rates and incorrect recovery can have dangerous consequences regardless of the glider type!

Big ears

Big ears are effective and the most passenger friendly descent technique. They are initiated by pulling down the A3 risers symmetrically.

- Hold the A3 risers firmly and pull them down evenly
- The outer cells fold in, reducing the wing area
- Put the grey D-Pro A main 3 line in the Big Ear Holder clam cleat to make longer descents comfortable (see picture)
- Flight direction is preferably maintained using weight shift

To recover, release the A3 risers simultaneously. If necessary, briefly pump the brakes to assist reinflation.

NOTE: Do not apply strong brake input while big ears are engaged. Do not close the trimmer too much for this maneuver to prevent getting closer to the stall point.

Steep Spiral Dive

The steep spiral dive provides the highest descent rate but also results in high G-forces. Therefore it requires mastering this maneuver on a solo glider during a safety training (SIV).

Initiate the spiral with progressive inside brake input and weight shift. Keep a steady tension on the inside brakes and observe the increased angle of bank and sink rate. The descent rate and G-forces increase with tighter turns. A little brake on the outer wing will help stabilize the glider at a high sink rate.

To exit the spiral, slowly release the inside brake and shift weight to the outside. As soon as the glider starts exiting the spiral dive, it is important to maintain the glider in a turn in the same direction as the spiral dive, to lose the pilot's and passenger's momentum gradually.

WARNING! Spiral dives with high sink rates expose the pilot and material to very high centrifugal forces – incidents caused by pilots falling unconscious during spiral dives may happen, if the maneuver is not mastered. Approach spiral dives with caution. NEVER fly a spiral dive with Big Ears engaged – this could lead to a material failure!

B-Stall

This maneuver is difficult to perform due to high forces in the B lines on a tandem paraglider.

To induce a B-line stall, start with minimum 50% trimmers opened accelerated flight (Red marker on the trimmer webbing). Reach up and take hold of both B risers, still with your hands in the brake loops, and pull down simultaneously by approximately 15 centimeters. The first few centimeters of travel will be quite hard, but as the glider settles into the stall so the effort becomes less. The glider will drop back a little as it stalls, and then centralize over your head. With 15 centimeters or so of pull a sink rate of up to 9 meters per second can be achieved. With less pull you will get a decrease in sink rate. The B-risers should not be pulled beyond this point, as it may result in the canopy entering an unstable phase or going into a frontal rosette. Should you inadvertently have pulled too far down on the B-risers, simply release them a little again until the wing is again stable above you, showing the characteristic deep crease along the B-level and being fully stretched out span wise. Please note that the UP K2^5 has a tendency to flutter and the maneuver is very harmful for the material. The B-stall should only be established when any other fast descend method cannot be applied.

To recover from a B-line stall, the risers should be released abruptly and simultaneously. Doing so will allow the wing to re-inflate completely and resume normal flight. It is not unusual for the canopy to overshoot on the exit. If it does, it is important to let the glider regain speed to prevent a stall.

WARNING! Releasing the B-stall too slowly or asymmetrically can lead to dangerous situations. Always practice maneuvers under professional guidance and over water!

EXTREME FLIGHT MANEUVERS

Behavior in Extreme Flight Situations

The UP K2[5] is designed to be aerodynamically stable. However as with all paragliders extreme turbulence or piloting error may induce unwanted behavior. To ensure handling these situations correctly we strongly recommend to attend a safety training (SIV) and mastering extreme flight situations on a solo glider.

Safety training maneuvers should only be practiced in calm air with sufficient altitude, and under the instruction of qualified instructors. We would like to use this occasion to once again remind to never fly without a reserve parachute!

The maneuvers and possible flight configurations described below may occur following a conscious effort on the part of the pilot, through turbulence or through pilot input error. Any pilot flying in turbulent air or making piloting mistakes may end up experiencing these flight configurations and therefore find themselves in danger, particularly if they are not adequately trained to master them.

WARNING! Incorrect execution of the flight maneuvers and flight conditions described here can be life-threatening!

Collapses

The UP K2[5] belongs to the new generation of gliders which are combining very good performance with high degree of stability. However, all paragliders may collapse due to significant turbulence and UP K2[5] is no exception. Normally the UP K2[5] reinflates quickly and reliably and it is easy to control during the maneuver.

Asymmetric collapse

In the event of an asymmetric collapse, the UP K2[5] starts to recover immediately.

- If the collapse is significant, maintain direction with gentle brake input on the open side.
- Avoid excessive braking to prevent spins or stalls.

The recovery may be assisted by carefully pumping the brake on the collapsed side.

Cravatte

Our test pilots have found absolutely NO tendency towards cravatting in all the test flights the UP K25 has been subjected to. But under extraordinary circumstances any paraglider may cravatte, and if this happens the situation must be handled properly.

The first step is to STOP any rotation, or, if this is not possible, to slow down the rotation as much as possible – a cravatted wing that is left to its own devices may very quickly enter into a spiral dive of such vehemence that the pilot cannot stop the rotation any more. Once the rotation is under control the pilot attempts to free the cravatte by appropriate techniques:

- Pulling the wingtip out of the cravatte by stabilo line.
- Fully controlled brief negative spin – advanced technique that needs to be trained beforehand on a solo glider.
- Collapsing the hanging part of the wing span so that te cravatte loses tension for untangling.
- The last resort in case of a huge cravatte is Full Stall. It is an advanced technique that needs a significant practice during safety training (SIV).

WARNING! If it is not possible to stop the glider rotation, the rescue system must be activated IMMEDIATELY! Otherwise, a very dangerous, uncontrolled spiral dive may occur. This flight condition can have life-threatening consequences - also for third parties!

Frontal collapse

A negative angle of attack occurring through turbulence or from simultaneously pulling down both A-risers results in a full frontal collapse of the leading edge of the canopy. The UP K2[5] will normally reinflate quickly on its own, but can be assisted through the application of a SHORT intensive symmetrical brake input.

Stalls

When a paraglider flies through the air, a laminar and a turbulent airflow forms around the surface of the wing. When the laminar airflow along the top surface is interrupted, dangerous flight configurations follow – the wing stalls. This is most often the consequence of attempting to fly with too low speed, and therefore with too high angle of attack. In more detail we differ between three different forms of stall.

CAUTION! Spins and full stalls are dangerous and partly incalculable flight maneuvers. They should therefore not be flown intentionally. Rather, it is important to know the beginnings of the stall so that it can be prevented by immediate reaction of the pilot!

Deep Stall

The UP K2[5] has no tendency towards deep stall. It will recover from a induced deep stall spontaneously as soon as there is no pilot input reducing the speed (breaks, rear risers, maintained ears)

If the glider does not recover from a stall due to special conditions following techniques can be used to restore normal flight:

- Gentle and symmetrical push in the A risers
- Opening the trimmers
- SHORT symmetrical intensive break input to disbalance the stalling canopy. This may lead to an overshoot.

Full Stall

Performing a full stall requires a significant experience. The full stall is a configuration when there is no more laminar airflow along the surface of the canopy, and the wing has gone from being a wing to being just a bunch of material at the end of lines. When the air speed falls below the minimum speed, the break pressure drops. The pilot feels like falling backwards. In this situation, the brakes must not be released under any circumstances, as it leads to a massive overshoot of the canopy. In extreme cases the glider may shoot below the pilot and the pilot may subsequently fall into the canopy. After the backward dive the canopy forms a rosette where the wingtips start flapping. These flapping movements are transmitted to the pilot via the brakes and harness. It requires a very high effort to keep the glider in the stalled condition.

Before releasing the full stall, it is essential that the canopy is stabilized by releasing both brakes slowly and symmetrically until the glider opens majority of the wing span and goes to back flight. If there are any pitch movements during the back flight, the final release of the breaks to exit is done with the canopy in front of the pilot. With proper symmetrical release, the canopy accelerates forward without collapsing. However, it must always be expected that the canopy may dive in front or sideways, which needs to be stopped accordingly, otherwise a collapse will occur.

CAUTION! Reaching the minimum speed is indicated by a noticeable decrease of the air noise and an increase of the break pressure. Up to this point, the glider can regain normal speed by simply releasing the brakes.

Spin

The spin (negative turn/spin) is a one-sided stall and occurs when brake is applied quickly and completely at trim speed, or, the glider is slowed below the minimum speed in a turn. During a spin, the glider spins rapidly. The inner wing flies backwards. To

stop the spin, both brakes must be released. This allows the glider to regain speed. On exit, canopy can shoot forward and collapse, in not controlled.

WARNING! Spinning with subsequent one-sided folding of the wing can lead to cravattes!

Wingover

Wingovers are performed by alternating turns in the correct rhythm, each time letting the pendulum effect increase the bank angle.

CAUTION! The UP K2^5 is an agile glider, and it is quite easy to get to an excessively high angle of bank in just a few turns. Practice wingovers gently at first, as there is a chance of quite large collapses at high bank angles. Also notice that a wingover flown with more than 145 degrees bank angle is classified as illegal aerobatics in some countries!

Emergency Steering

If for some reason the UP K2^5 cannot be controlled with the brakes, it can be steered and landed with the rear risers. Be aware that, when rear riser steering, the glider is less responsive to pilot input, so the maneuverability is lower.

OPERATIONAL HAZARDS

This section outlines critical flight safety risks and structural considerations that can impact the airworthiness of your wing.

Rain-Induced Deep Stall

In general, there are two different reasons why a paraglider may stall in the rain:

Case 1: When flying in the rain for a longer period, the canopy weight increases and the center of gravity and angle of attack shift as a result. This can lead to a stall. The following applies: The more water a glider has already absorbed (for example, older gliders because they lose their water-repellent coating over the years), the less water absorption is necessary to bring the glider into a stall.

Case 2: In very rare cases, when it starts to rain, as many water drops can adhere to the upper sail of a paraglider that almost the entire surface of the glider is covered, but there is no closed water surface. This phenomenon is also known from hang gliding and sailplanes. This droplet formation makes the surface so rough that the flow is detached. The newer a glider is (the drops are absorbed less quickly by the cloth in newer gliders), the more drops adhere to the upper sail, and the larger these drops are, the greater the risk of stall or orbital stall. This phenomenon was reconstructed in practical tests and by means of computer simulation.

For both cases it is true that first the control and braking distances are significantly reduced and then the stall condition is triggered, usually by a change in braking or angle of attack, for example from a gust or a thermal break.

If you are surprised by a rain shower in the air, maneuvers with strong braking must be avoided at all costs. The trimmers should be opened more than usual, to decrease he angle of attack. Also maneuvers like ears or B-stall should be avoided at all costs! Avoid turbulent areas, accelerate the glider and do not brake it too much during the landing approach.

WARNING! Flying in extremely humid air or in rain should always be avoided. A wet canopy can massively impair flight performance and significantly increase the risk of deep stall.

Modifications: Advertising and Adhesive Sail

Every pilot should make sure that there are no changes in the flight characteristics before attaching advertising and adhesive sails. In case of doubt, adhesive sails should not be glued in place.

CAUTION! The use of heavy and/or unsuitable sticky material for logo work on the canopy may compromise the certification and lead to the aircraft becoming unsafe to fly

Overload

Extreme flight maneuvers such as strong spiral dives as well as acro and freestyle maneuvers such as SAT normally do not pose danger to the structure of the UP K2[5]. However, frequent overloading of the material will accelerate the aging process considerably. UP recommends having wings that are often used for acro or SIV-type maneuvers subjected to inspection at shorter intervals than normally.

Flying by the Sea

If the glider is flown for a long time at the sea or in salty air, this will lead to premature material aging. In this case, the glider should be sent for inspection at shorter intervals than normally.

MAINTENANCE AND CLEANING

How quickly a paraglider ages depends on how often and where it is flown, how many UV hours it accumulates and how well it is looked after. Consider following tips.

Packing and Storage

The FSS rods do not suffer from bending damage. This means the UP K2[5] may be folded as preferred in the spanwise direction. An example of a packing method is shown below. Regardless of the method we recommend little deviations every time, especially around the middle of the canopy, as this area is particularly exposed to mechanical abrasion in the folding process.

Do not fold the leading edge inside the bundle.

Paraglider Fabric

The paraglider canopy is manufactured from high-grade polyamide fabric. This material is treated with a protective coating designed to reduce air permeability and to provide resistance against ultraviolet (UV) radiation.

Despite these treatments, prolonged exposure to UV radiation—particularly bright sunlight—will accelerate fabric aging. UV exposure is the primary factor affecting the service life of a paraglider. Initial signs of degradation include color fading, followed by deterioration of the coating and a gradual reduction in the structural strength of the synthetic fibers.

UV Exposure Precautions

- Do not leave the glider exposed to direct sunlight longer than necessary.
- Unpack and rig the wing immediately prior to launch.
- Repack the wing promptly after landing.

Although modern paraglider textiles have significantly improved UV resistance, UV exposure remains the dominant limiting factor in canopy lifespan.

On UP gliders, the coated side of the fabric faces inward. This configuration minimizes mechanical abrasion of the coating while maintaining its air-retention properties.

Ground Handling and Layout

When selecting a layout area prior to launch, choose a surface that is as free as possible from stones, sharp rocks, and abrasive materials. Particular care should be taken to protect the upper surface of the canopy while it is in contact with the ground.

Never step on the glider. Stepping on the fabric weakens it, especially when the underlying surface is hard or contains sharp objects.

Spectators at launch sites should be monitored closely. Many individuals, particularly children, may not recognize the fragility of paraglider lines and fabric. Clear and simple explanations are usually sufficient to prevent accidental damage.

Before folding and packing the wing, ensure that no insects are trapped inside the canopy. Certain insect species contain acids that can damage the fabric. Grasshoppers, in particular, may attempt to chew through folded material, causing multiple perforations. They may also release dark pigments that permanently stain the fabric.

Remove all insects prior to packing. Note that these insects are not attracted to specific canopy colors.

Moisture and Drying

If the glider becomes wet, dry it as soon as possible in a shaded, well-ventilated area. Do not dry the glider in direct sunlight.

Packing the wing while wet can result in mildew formation. If combined with heat exposure, moisture may cause decomposition of the fabric fibers.

Saltwater Exposure

If the UP K2[5] is exposed to seawater, rinse the glider thoroughly with fresh water and allow it to dry slowly in the shade. Refer to **Chapter: Cleaning** for detailed instructions.

Paraglider lines

The UP K2[5] is equipped with high-grade, sheathed Dyneema® lines. To ensure continued airworthiness and operational safety, observe the following requirements:

- Inspect all lines at regular intervals for signs of wear, damage, or deterioration.
- Avoid abrasion and mechanical damage to the protective sheathing of the lines at all times.
- Do not knot, twist, or bend the lines unnecessarily, as this may reduce their strength.
- Minimize the number of knots in the main brake line at the handle. Each knot significantly reduces line strength.
- Following any event involving excessive line loading (e.g. tree landings, water landings, or other abnormal or extreme situations), all lines must be inspected for condition and correct length. Replace any line that shows damage or deviation from specifications.
- If any change in flight characteristics is observed, immediately inspect the line system and replace lines if required. If uncertainty remains, send the paraglider without delay to UP International or to an UP-certified inspection and service facility.

Storage and transport

The glider must always be packed completely dry. This requirement is especially critical after the final flight of the season. Even when fully dry, the wing should preferably be stored unpacked in a clean, dry, and dark environment.

If unpacked long-term storage is not possible, loosen all compression straps on the storage bag as much as possible and leave the bag lid open to allow air circulation around the packed canopy.

Ensure that the glider is protected from animals such as mice or cats, which may cause damage. Store the wing well away from solvents, acids, and chemical substances. Petrol and other petrochemical products are particularly harmful to nylon materials and may dissolve or severely damage the canopy fabric upon contact.

For long-term storage, maintain a stable temperature between **10 °C and 25 °C**, with a relative humidity between **50 % and 75 %**.

Do not expose the UP K2[5] to extreme heat, such as storing it in the luggage compartment of a vehicle parked in direct sunlight. Elevated temperatures may force residual moisture through the fabric, resulting in damage to the coating. High temperatures combined with moisture significantly accelerate the hydrolysis process, leading to degradation of the fibers and coating. Chemical changes in the canopy material may begin at temperatures as low as **60 °C**.

Cleaning Procedures

To maintain the structural integrity and aerodynamic performance of your UP K2[5], follow these cleaning protocols. Failure to adhere to these guidelines may void your warranty and compromise the airworthiness of the wing.

For routine maintenance, use only lukewarm fresh water and a soft sponge.

- Light Soiling: Gently wipe the affected area with a damp sponge.
- Persistent Dirt: Use a pH-neutral, mild detergent.
- Rinsing: If detergent is used, rinse the area thoroughly with fresh water to ensure no chemical residue remains on the fibers.

Proper drying is critical to prevent mold and fabric degradation.

- Environment: Dry the glider in a shaded, well-ventilated area.
- Prohibition: Never expose the wing to direct sunlight for drying purposes, as UV radiation accelerates the aging of the synthetic cloth.

- **No Abrasives:** Do not use brushes, hard sponges, or abrasive pads. These will strip the fabric coating and reduce the tensile strength of the sail.
- **No Chemicals:** Never use solvents or harsh chemical cleaners.
- **No Machine Washing:** The mechanical stress of a washing machine will cause irreversible damage to the internal structure and coating of the canopy.

Chlorine Exposure

Never immerse the canopy in a swimming pool. Chlorinated water is highly corrosive to paraglider fabrics and will lead to premature porosity and fabric failure.

Salt Water Exposure

If the glider is exposed to salt water (SIV / Water Landing), it must be rinsed immediately to prevent salt crystal formation, which acts like an abrasive inside the fibers.

- Method: Use a gentle stream of fresh water to spray the canopy both internally and externally.
- Note: Minimize full-wing rinsing where possible, as frequent saturation accelerates the aging process of the fabric.

INSPECTIONS AND REPAIRS

Periodic inspections are mandatory to maintain legal certification and safety standards. All major repairs and scheduled periodic checks must be performed exclusively by UP International or an authorized UP Service Center. Unauthorized tampering or third-party inspections will result in the immediate forfeiture of the wing's certification and the UP warranty.

Find more details on the web in the Service Section.

Field Repairs

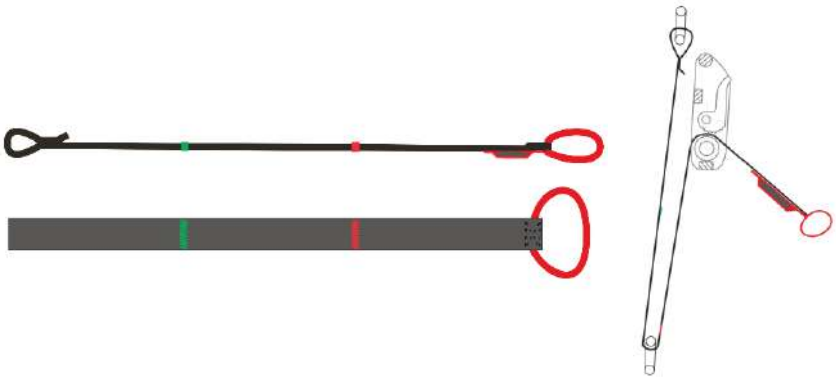
Pilots are authorized to perform minor repairs on the sail under the following conditions:

- Damage Limit: Maximum tear size of 2 x 2 cm.
- Material: Use only the adhesive repair cloth provided in the original glider delivery package.
- Application: The adhesive patch must provide a minimum of 2 cm overlap on all sides of the tear to ensure structural adhesion.

Trimmer Webbing Replacement

The UP K2^5 is supplied with a set of replacement trimmer webbings. These can be replaced if they exhibit signs of abrasion, fraying, or mechanical wear.

1. Open the screw shackle and remove the old trimmer.
2. Route the new trimmer tape through the clamping buckle and the rectangular deflector. Make sure the magnet is facing down, so that it can snap to the opposite magnet
3. Secure the resulting loop back into the screw shackle and tighten.



CAUTION! Due to the load-bearing nature of the trimmer system, this exchange should only be executed by an approved service professional to ensure stitching integrity.

Airworthiness Check

To maintain the high-performance standards and inherent safety of the UP K2[5], owners must adhere to a strict inspection schedule and use only certified components for maintenance.

In compliance with German and Austrian legal regulations—and as a recommended safety standard worldwide—your paraglider must undergo a professional inspection according to the following schedule:

- Initial Check: 2 years after the date of the first flight.
- Recurring Checks: Every 2 years following the initial inspection.
- Usage-Based Check: Every 150 flight hours.
- Variable Intervals: If the last UP checking facility prescribed a shorter interval based on the wing's condition, that date takes precedence.

CAUTION! Immediate Inspection Required: If the wing exhibits any "new" or "unusual" flight characteristics (e.g., delayed inflation, sluggish handling, or increased sink rate), it must be grounded immediately and submitted to an authorized UP Service Center for inspection.

Airworthiness Self-Check Regulations

Per German and Austrian aeronautical legislation (§ 14 Abs. 5 LuftGerP), owners may technically perform their own airworthiness checks. However, the following legal prerequisites apply:

- The owner must receive a formal briefing from UP International specifically for the UP K2[5].
- Upon successful completion of the briefing, the owner receives the *"Nachprüfanweisung"* (Inspection Instructions).
- Any self-check or third-party check must adhere strictly to UP guidelines. Failure to follow these protocols voids the wing’s certification.

UP International highly recommends using the manufacturer, importer, or an authorized service partner for all airworthiness inspections.

UP Craftsmanship

While third-party lofts exist, we highly recommend utilizing UP, or UP-affiliated service centers for all maintenance. Our technicians possess specialized training and model-specific expertise to take the best care for UP K2[5].

Certified Spare Parts

The use of non-original components can compromise the structural integrity and aerodynamic stability of the aircraft. Only original UP components are authorized for replacement.

The following parts are available through your local authorized dealer:

- Complete riser sets, clam cleats, trimmer webbing, snap locks, magnets, quick links, O-rings, and buckles.
- Original brake handles and swivels.
- Individual replacement lines (ordered according to the specific line plan for your size).
- Original canopy cloth and adhesive "sticky cloth" in matching factory colors.

UP WARRANTY

The UP International Warranty ensures your wing is free from defects in materials and workmanship. Please review the specific requirements below to ensure your coverage remains active.

- Valid for 24 months from the date of delivery.
- Includes costs for materials and labor on gliders verified by UP International to possess manufacturing or material faults.
- Exclusions:
    - Damage resulting from accidents or unauthorized modifications.
    - Normal wear and tear of components.
    - Fabric discoloration (UV fading) that does not impact flight safety.
    - Damage caused by chemical solvents, salt water, or improper handling.

Mandatory Conditions for Claims

For a warranty claim to be considered valid, the owner must satisfy the following criteria:

- The wing must be operated within its EN/LTF certification limits.
- All cleaning, packing, and storage must follow UP's official technical guidelines.
- A complete flight logbook (detailing date, location, and duration) must be available for inspection upon request.
- Only original UP spare parts must be used, and all technical interventions must be performed by an authorized UP Service Center.
- The glider must be registered within 14 days of purchase via the UP Registration Portal.

UP International reserves the right to reject claims that do not meet these criteria, though "ex gratia" (discretionary) settlements may be offered in specific cases.

National Warranty Conditions

Warranty rules may differ from those outlined here in case the national law regulates the warranty different way. Please note that these local rules apply in the country where you have purchased your wing. Information about local rules and conditions are available from your local dealer.

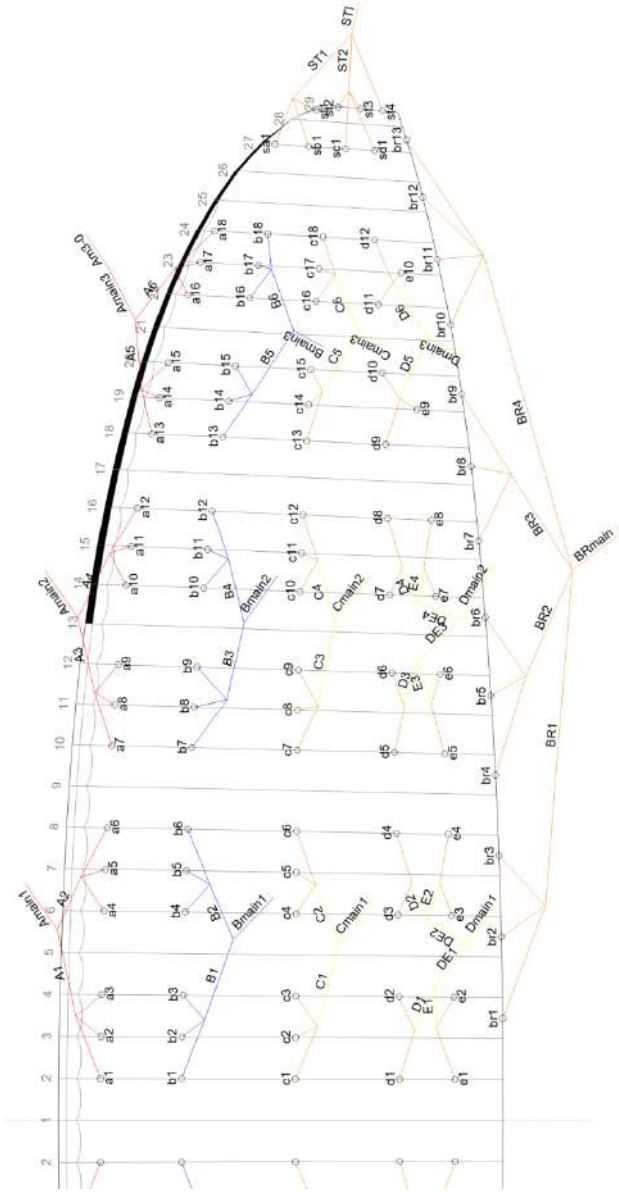
SHIPPING & LOGISTICS FOR SERVICE

- When submitting equipment (gliders, harnesses, or rescue parachutes) for service:
- Use a stable, rigid cardboard box.
- Attach the Goods Delivery Form available on the UP website.
- Shipping Address:

UP International GmbH
Kreuzeckbahnstraße 7
D-82467 Garmisch-Partenkirchen
GERMANY

Phone: +49 (0) 88 21-7 30 99-0
Email: info@up-international.com

LINE PLAN


ST1
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Amain2
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Bmain3
Cmain3
Dmain3
Bmain2
Cmain2
Dmain2
Bmain1
Cmain1
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A4
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A2
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DE1

SERVICE BOOKLET

Glider and pilot data

Model: **K2[5]**

Size: ❒ 38 ❒ 41 ❒ 44

Serial number: _____

Color: _____

Date of purchase: _____

First flight: _____

Dealer stamp and signature

Pilot (1st holder)

First name: _____

Last name: _____

Street: _____

Residence: _____

ZIP CODE: _____

Country: _____

Phone: _____

Fax: _____

Email: _____

Pilot (2nd holder)

First name:_____

Last name:_____

Street: _____

Residence:_____

ZIP CODE:_____

Country:_____

Phone:_____

Fax: _____

Email:_____

Pilot (3rd holder)

First name:_____

Last name:_____

Street: _____

Residence:_____

ZIP CODE:_____

Country:_____

Phone:_____

Fax: _____

Email:_____

Please make sure that your UP service center stamps and signs after each inspection.

Service 1

Executed on _____

Type of service

Order no.
Stamp

Service 2

Executed on _____

Type of service

Order no.
Stamp

Service 3

Executed on _____

Type of service

Order no.
Stamp

Please make sure that your UP service center stamps and signs after each inspection.

Service 4

Executed on _____

Type of service

Order no.
Stamp

Service 5

Executed on _____

Type of service

Order no.
Stamp

Service 6

Executed on _____

Type of service

Order no.
Stamp