

## Safety notice UP 2019-01

**Publication date:** July-11-2019

**Subject:** Trim of Ascent 4 and Mana

### Concerned products: Ascent 4 and Mana

You can find your gliders serial number on the specification print on the left wingtip, e.g. "XA61L-03-1-189-**8013**". Please check the last 4 digits of your gliders serial number.

Ascent 4 XS: all serial numbers up to and including 8052 (Exception: # 7260)

Ascent 4 S: all serial numbers up to and including 7819 (Exception: # 7601, 7802)

Ascent 4 SM: all serial numbers up to and including 8142 (Exception: # 7500, 8141)

Ascent 4 M: all serial numbers up to and including: 8160 (Exception: # 7565, 7508)

Ascent 4 L: all serial numbers up to and including 8013 (Exception: # 7911)

Mana 18: all serial numbers up to and including 8068

Mana 21: all serial numbers up to and including 8213

Mana 23: all serial numbers up to and including 8216

Mana 25: all serial numbers up to and including 8220

Mana 27: all serial numbers up to and including 8103

### Problem

On few Ascent 4 the glider went into a condition similar to deep stall after big ears maneuver was carried out (high sink rate also after releasing ears), or when brakes were pulled too far on slow speed a deep stall tendency was determined. Most of these incidents have occurred with gliders flown at low to medium take-off weights. None of these incidents have led to an accident, however, as a precaution; this safety notice must be implemented immediately.

### Root cause

The inevitable length change of the lines by stretching (A and B level) or shrinkage (C level) after the first flights can normally be remedied by opening the trim loops on the C lines after about 20 flight hours. However, the stretch of the lines at the A and B level after the first

flights on these models is slightly stronger than expected and can thus lead to the mentioned problems.

**Solution**

Please check your serial number first if your glider is affected by this safety notice. The affected Ascent 4 and Mana are to be trimmed as follows before the next flight:

**If the total flight hours of your glider are less than 20 hours: AI, AII and BI, BII - Lines each need a trim loop (picture symbolic before - after)**

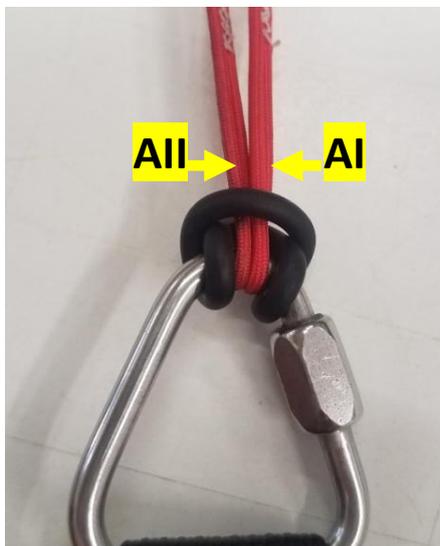


0 Trimloops



1 Trimloop

**AI, II – Left Riser (Right riser similar): Loops before and after the measure**



**Before:** AI and AII line have 0 trim loops



**After:** 1 trim loop on AI and AII

**BI,BII,B III, STI – Left Riser (Right riser similar): before and after the measure**



**Before:** BI,BII and BIII have 0 trim loops  
 STI has 1 trim loop



**After:** BI and BII have 1 trim loops  
 BIII has 0 trim loops, STI has 1 trim loop

**After 20 flight hours the loops on CI, CII and CIII must be released:**

**CI,II,III – Left Riser (Right riser similar): Loops before and after the measure**



**Before:** CI,CII and CIII have 1 trim loop



**After:** CI, CII and CIII have 0 trim loops

**If the flight time of your glider is already over 20 flight hours:**

When the 20 flying hours have been reached already, make the trim loops on AI, AII, BI, BII and in the same time release the loops on CI, CII, CIII as described above.

**Important: Make sure that the quick links are closed tightly after the measure**



Your UP dealer will be happy to assist you in implementing this measure. For further questions or if you are unsure if your glider is affected you can also contact us by phone or mail: [info@up-paragliders.com](mailto:info@up-paragliders.com) or +49(0)8821-73099-0

**Control**

On your next biannual check, the glider is measured and compared with the current line lengths (see website). We also recommend conducting this biannual check in countries where it is not required by law.

We thank you for your understanding and wish you beautiful and safe flights with your glider!

Your UP Team