



LTF/EN A
emotion

**WE'VE REFINED
THE SAFETY,
SO YOU CAN
EVOLVE
SECURELY.**



SAFEFUN





EMOTION 3

Safety in a new generation

The EMOTION 3 is setting new standards in the field of safety and performance. There was never made such a huge effort before, to reach a new developing level. The test and construction workings on the new high-end A-wing lasted for more than a year. Many studies and prototypes were created and discarded and optimized through countless test flights.

The demands to the newest generation of the established EMOTION series were very high, nevertheless all expectations were exceeded with the new concept of the wing. U-Turn is relying on class-suitable gliders, and so during the development of the new A-class-wing everything was put under the motto of uncompromising passive safety.

The EMOTION 3 is combining sportive features with very high tolerance. Especially in turbulent air it is not easy to ruffle the wing – is a pressure compensation

necessary anyway, the reactions turn out very moderate and damped. The high stability is supporting the outraging glide features and the rise performance of the EMOTION 3. Even in weak

The EMOTION 3 is the perfect wing for beginners that promises the secure fun-factor even long after school. The wing is aimed at all pilots, who are looking a high-end A-class wing in the newest generation.

thermal the wing is rising very efficiently and is dynamically turned into curves, this is especially positively notable when centering in the thermal. With the EMOTION 3 particular focus was put on reliable starting behavior. The wing is rising evenly and without tendency of the canopy diving forward. It is filling itself fast even at little wind and with small effort.

The EMOTION 3 is based on a new ground plan and a modified wing profile, which combines the glide performance with a very high tolerance spectrum. Chief designer Ernst Strobl equipped the EMOTION 3 with 36 cells and a flat AR of 5, also the wing is equipped with the newest technical features. Besides

the PPN, the 3D shaping is providing optimized inflow and form stability of the cell opening area. Elaborate calculations of the ballooning in combination with the optimized pre-tensioning of the wing are providing a balanced pressure distribution and circulation of the profile. Mini-ribs at the rear end of the wing are giving the profile more form fidelity and are optimizing the aerodynamics additionally, especially when braking. The High Pressure Crossport Design (HPCD) provides an ideal aeration of the crossports, which helps to balance the pressure differences on the inside of the wing, and therefore enhances the safety.

But also at the material mix, only durable components were used, such as the top-materials Dokdo 30 and Dokdo 20. These are providing small weight and high abrasion resistance at the same time. An easily understandable line concept with few main lines are providing easy handling and a good overview at groundhandling. The riser are equipped with the Pilot Assistant (PAS) – at which, besides color codings, icons are providing a better orientation on the line levels. Additionally the main suspensions are furnished with the new standard color codings, that is providing better orientation when hooking in the harness. (With the new RX3 Allround-harness the color coding on the main suspension loops are perfectly complementing each other. With that U-Turn is offering a consistent overall concept as first manufacturer.)

The EMOTION 3 is the perfect wing for beginners that promises the secure fun-factor even long after school. The wing is aimed at all pilots, who are looking a high-end A-class wing in the newest generation. Maximum passive safety equipped with much performance and direct handling are guaranteeing fast learning success.

The canopy is available in 3 appealing color combinations and six certified sizes from XS (50-80 kg) up to XL (120-155 kg).

The EMOTION 3 is offering safety in the newest generation.

Arrange a test flight and convince yourself!

For further information visit www.u-turn.de

EMOTION 3

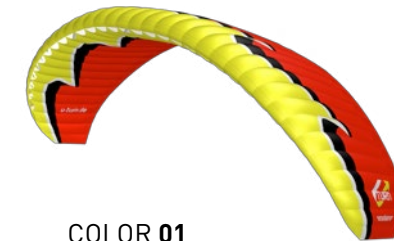
LTF/EN-A SCHOOL / STARTER
XS 23 / S 25,5 / SM 28,5 / M 30 / L 31,5 / XL 35



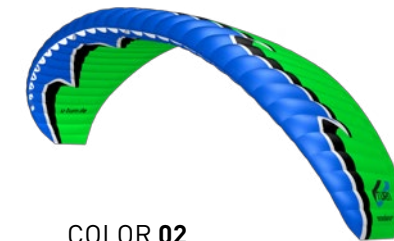
| | XS | S | SM | M | L | XL |
|--|---------------------------------------|---------------------------------------|---------------------------------------|-----------------------------------|---------------------------------------|---------------------------------------|
| Recommended Start weight **** Empfohlenes Startgewicht **** | 55-70 kg | 60-85 kg | 80-95 kg | 85-105 kg | 100-120 kg | 120-140 kg |
| Extended Start weight *** Erweitertes Startgewicht *** | 55-80 kg | 60-95 kg | 80-110 kg | 85-115 kg | 100-130 kg | 120-150 kg |
| Motor Start weight (LTF 23/05) Motor Startgewicht (LTF 23/05) | keine Zulassung geplant | 90-108 kg | 108-130 kg | 117-140 kg | 125-150 kg | keine Zulassung geplant |
| Flat area Fläche ausgelegt | 23 m² | 25,5 m² | 28,5 m² | 30 m² | 31,5 m² | 35 m² |
| Projected area Fläche projiziert | 19,119 m² | 21,197 m² | 23,691 m² | 24,938 m² | 26,184 m² | 29,51 m² |
| Flat wingspan Spannweite ausgelegt | 10,724 m | 11,292 m | 11,937 m | 12,247 m | 12,55 m | 13,323 m |
| Projected wingspan Spannweite projiziert | 8,273 m | 8,711 m | 9,209 m | 9,449 m | 9,682 m | 10,278 m |
| Flat AR Streckung ausgelegt | 5 | 5 | 5 | 5 | 5 | 5 |
| Projected AR Streckung projiziert | 3,58 | 3,58 | 3,58 | 3,58 | 3,58 | 3,58 |
| Chord: center / wingtip Flügeltiefe: Mitte / Stabilo | 2,550 m / 0,721 m | 2,686 m / 0,769 m | 2,849 m / 0,805 m | 2,913 m / 0,823 m | 3,008 m / 0,850 m | 3,186 m / 0,901 m |
| V-trim V-Trim | - 37-39 km/h | - 37-39 km/h | - 37-39 km/h | - 37-39 km/h | - 37-39 km/h | - 37-39 km/h |
| V-max V-Max. | 52 + km/h | 52 + km/h | 52 + km/h | 52 + km/h | 52 + km/h | 52 + km/h |
| Bridle height Abstand Tragegurt-Kappe | 6,649 m | 7,001 m | 7,401 m | 7,593 m | 7,781 m | 8,26 m |
| Nr. of cells Zellenanzahl | 36 | 36 | 36 | 36 | 36 | 36 |
| Glider weight Gewicht | 4,7 kg | 5,2 kg | 5,8 kg | 5,9 kg | 6,1 kg | 6,8 kg |
| Bridle length Gesamt Leinenlänge | 243 m | 256m | 269m | 279 m | 286 m | 304 m |
| Line diameter Leinendurchmesser | 0,95 / 1,2 / 1,65 1,8 / 2,0 mm | 0,95 / 1,2 / 1,65 1,8 / 2,0 mm | 0,95 / 1,2 / 1,65 1,8 / 2,0 mm | 0,95 / 1,2 / 1,65 1,8 / 2,0 mm | 0,95 / 1,2 / 1,65 1,8 / 2,0 mm | 0,95 / 1,2 / 1,65 1,8 / 2,0 mm |
| Speed system / trimmer Fuß Beschleuniger / Trimmer | Yes / No Ja / Nein | Yes / No Ja / Nein | Yes / No Ja / Nein | Yes / No Ja / Nein | Yes / No Ja / Nein | Yes / No Ja / Nein |
| Certification Zulassung | EN-A/LTF-A | EN-A/LTF-A | EN-A/LTF-A | EN-A/LTF-A | EN-A/LTF-A | EN-A/LTF-A |
| Certified standards and procedures Angewandte Testverfahren | LTF 91/09 & EN 926-1:2006, 926-2:2006 | LTF 91/09 & EN 926-1:2006, 926-2:2007 | LTF 91/09 & EN 926-1:2006, 926-2:2008 | | LTF 91/09 & EN 926-1:2006, 926-2:2009 | LTF 91/09 & EN 926-1:2006, 926-2:2010 |
| Folding lines used for certification Faltlinien für Testflüge benutzt | No Nein | No Nein | No Nein | No Nein | No Nein | No Nein |
| Certification No. Zulassungsnummer | EAPR-GS-0355/15 | EAPR-GS-0353/15 | EAPR-GS-0352/15 | EAPR-GS-0422/15 | EAPR-GS-0351/15 | EAPR-GS-0354/15 |



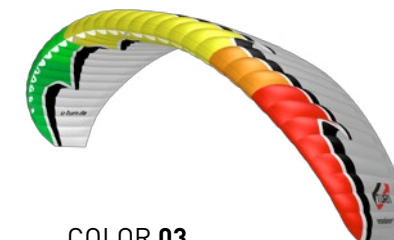
DOKDO 20
DOKDO 30



COLOR 01



COLOR 02



COLOR 03

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**** Recommended Start weight *** Extended Start weight 1. pilot, glider, equipment

**** Empfohlener Gewichtsbereich¹ für die Schulung *** Erweiterter Gewichtsbereich¹ mit LTF/EN-A Zulassung 1. Pilot, Schirm, Ausrüstung