



WE CUT THE BRAKE
loads pressure
IN HALF, SO YOUR
fun **DOUBLES.**

passenger 3
(NFL/EN B)



SAFEFUN





“ I AM
IMPRESSED,
HOW STABLE
AND SLOW THE
PASSENGER3
COMES UP IN
STRONG WINDS
AND HOW IT CAN BE
IN CROSSWINDS
EASILY CORRECTED
IN CROSSWINDS.”

PETAR LONCAR



PASSENGER 3

HANDLING TO THE POWER OF TWO

It was time for a new interpretation of Tandem. The aim was to retain the popular agile and smooth PASSENGER handling and super take-off characteristics were to be retained, but with significantly more power. The PASSENGER 3 now combines these features in an impressive way. Significantly faster, significantly higher performance with solo handling characteristics. The low control pressure makes the PASSENGER 3 a very efficient tool for every tandem pilot. Designed for professional use, the PASSENGER 3 delivers all the features you need to share your flying fun safely.

The PASSENGER 3 has been redesigned from the ground up, but what has remained is its good-natured and first-class handling, which is particularly noticeable with light control pressure. The sleek wing reacts precisely and without delay to control impulses and is very easy to turn into thermals. This means that the large wing area can easily be forgotten. Although the PASSENGER 3 makes up for its surface area in handling, this has a double effect on performance. The PASSENGER 3 works very efficiently in thermals and reliably converts them into height. The new concept with higher trim speed and larger surface area ensures economical operation. The design also ensures very good glide characteristics.

When it comes to taking off with passengers, safety has double priority. Even in strong winds, the wing rises stably and slowly. The PASSENGER 3 is hardly affected by crosswinds. The canopy inflates in a controlled and effortless

manner even in zero wind and rises reliably above the pilot. The low take-off speed results in a short take-off run and ensures a stress-free take-off, even with demanding passengers. The wing's performance potential is also performance potential of the wing is also noticeable on landing and ensures very good flair behaviour.

The PASSENGER 3 is aimed at all tandem pilots who are looking for a highly developed two-seater wing of the latest generation. Agile handling in combination with high performance resources for two-seater excursions.

Chief designer Ernst Strobl has added various design innovations to the PASSENGER 3. Wafer-thin Nitinol reinforcements on the leading edge keep the profile shape under tension from the ground. The super-elastic nickel-titanium alloy allows strong deformations and quickly returns to its original shape thanks to the memory effect. Complex ballooning calculations in conjunction with the optimised wing pre-tensioning ensure perfect airflow around the profile. The High Pressure Crossport Design (HPCD) optimises the cross-ventilation of the crossports and creates a balanced internal pressure of the wing. At the rear, miniribs (MRB) and the Brake Gathering System (BGS) ensure efficient power transmission to the brakes. The riser is equipped with smooth-running roller trimmers, which makes work much easier. In addition, the riser has an ear attachment aid that can be fixed in two stages.

Low canopy weight with a long service life - this is what the intelligent mix of materials and the high-quality workmanship of the PASSENGER 3 promises for a positive return on investment for commercial tandem providers. The PX40 from the Acro range ensures a long service life at the front of the upper sail. The PX20 gives it lightness with high durability.

The PASSENGER 3 in size 44 covers a starting range of 140-237kg, size 41 is currently still in development and will cover the range of 120-220kg. A smaller and lighter version with 38m² is being planned and will then serve the lower weight range of 100-180kg.

Experience the new interpretation of Tandem!
Further information will follow at www.u-turn.de



passenger 3

COMFORT GRIP

adjustable

EARS APPLICATION ASSISTANCE

2 levels

TRIKE LAUNCH HELP

ROLLER TRIMMER

PASSENGER 3



NfL/EN-B TANDEM

38 / 41 / 44

	38 H&F	41	44
Recommended Start weight Empfohlenes Startgewicht	100 kg - 180 kg	120 kg - 220 kg	140 kg - 237 kg
Flat area Fläche ausgelegt	38 m ²	41,5 m ²	44,0 m ²
Projected area Fläche projiziert	31,9 m ²	34,83 m ²	36,93 m ²
Flat wingspan Spannweite ausgelegt	14,52 m	15,17 m	15,62 m
Projected wingspan Spannweite projiziert	11,47 m	11,99 m	12,35 m
Flat AR Streckung ausgelegt	5,55	5,55	5,55
Projected AR Streckung projiziert	4,13	4,13	4,13
Chord: center / wingtip Flügelteufe: Mitte / Stabilo	3,1 m / 99,0 mm	3,24m / 1,03 mm	3,33m / 1,07 mm
V-trim V-Trim	~ 38-41 km/h	~ 38-41 km/h	~ 38-41 km/h
V-max V-Max.	~ 52 - 54 km/h	~ 52 - 54 km/h	~ 52 - 54 km/h
Bridle height Abstand Tragegurt-Kappe	8,42 m	8,80 m	9,06 m
Nr. of cells Zellenanzahl	52	52	52
Glider weight Gewicht	4,0 kg	6,5 kg	7,12 kg
Bridle length Gesamt Leinenlänge	362,84 m	379,45 m	391,18 m
Line diameter Leinendurchmesser	0,6 / 0,8 / 1,1 / 1,2 / 1,3 / 1,4 1,5 / 1,6 / 1,7 / 1,8 / 2,2 mm	0,6 / 0,8 / 1,1 / 1,2 / 1,3 / 1,4 1,5 / 1,6 / 1,7 / 1,8 / 2,2 mm	0,6 / 0,8 / 1,1 / 1,2 / 1,3 / 1,4 1,5 / 1,6 / 1,7 / 1,8 / 2,2 mm
Speed system / trimmer Fuß Beschleuniger / Trimmer	No / Yes Nein / Ja"	No / Yes Nein / Ja"	No / Yes Nein / Ja"
Certification Zulassung	EN / NfL - B	EN / NfL - B	EN / NfL - B
Certified standards and procedures Angewandte Testverfahren	EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2-565-20	EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2-565-20	EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2-565-20
Folding lines used for certification Faltleinen für Testflüge benutzt	No Nein	No Nein	No Nein
Number of risers Anzahl Traggurte	4 + 1	4 + 1	4 + 1
Certification No. Zulassungsnummer	in progress	in progress	PG_2362.2024



COLOR 01

