MAC PARA ILLUSION 26

**Type designation**
MAC Para Illusion 26

**Type test reference no**
DHV GS-01-2272-17

**Holder of certification**
MAC Para Technology Ges.m.b.H.

**Manufacturer**
MAC Para Technology

**Classification**
B

**Winch towing**
Yes

**Number of seats min / max**
1 / 1

**Accelerator**
Yes

**Trimmers**
No

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**Inflation/take-off**

**Rising behaviour**
Smooth, easy and constant rising

**Special take-off technique required**
No

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**Landing**

**Special landing technique required**
No

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**Speeds in straight flight**

**Trim speed more than 30 km/h**
Yes

**Speed range using the controls larger than 10 km/h**
Yes

**Minimum speed**
Less than 25 km/h

**Control movement**

**Symmetric control pressure**
Increasing

**Symmetric control travel**
Greater than 55 cm

**Pitch stability exiting accelerated flight**

**Dive forward angle on exit**
Dive forward less than 30°

**Collapse occurs**
No

**Pitch stability operating controls during accelerated flight**

**Collapse occurs**
No

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**Roll stability and damping**

**Oscillations**
Reducing

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**Stability in gentle spirals**

**Tendency to return to straight flight**
Spontaneous exit

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**Verhalten beim Verlassen einer vollständigen Steillspirale**

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### Symmetric front collapse

**Entry** Rocking back less than 45°

**Recovery** Spontaneous in less than 3 s

**Dive forward angle on exit** Dive forward 0° to 30°

**Change of course** Entering a turn of less than 90°

### Symmetrischer Frontklapper

**Entry** Rocking back less than 45°

**Recovery** Spontaneous in 3 s to 5 s

**Dive forward angle on exit** Dive forward 30° to 60°

**Change of course** Entering a turn of less than 90°

### Exiting deep stall (parachutal stall)

**Deep stall achieved** Yes

**Recovery** Spontaneous in less than 3 s

**Dive forward angle on exit** Dive forward 0° to 30°

**Change of course** Changing course less than 45°

### High angle of attack recovery

**Recovery** Spontaneous in less than 3 s

### Recovery from a developed full stall

**Dive forward angle on exit** Dive forward 0° to 30°

**Collapse** No collapse

**Cascade occurs (other than collapses)** No

**Rocking back** Less than 45°

**Line tension** Most lines tight

### Kleiner einseitiger Klapper

**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

**Total change of course** Less than 360°

**Collapse on the opposite side occurs** en : Nein (oder nur eine kleine Anzahl von eingeklappen Zellen mit selbstständiger Wiederöffnung)

**Twist occurs** No

### Großer einseitiger Klapper

**Change of course until re-inflation** 90° to 180°

**Maximum dive forward or roll angle** Dive or roll angle 15° to 45°

**Re-inflation behaviour** Spontaneous re-inflation

**Total change of course** Less than 360°

**Collapse on the opposite side occurs** en : Nein (oder nur eine kleine Anzahl von eingeklappen Zellen mit selbstständiger Wiederöffnung)
Twist occurs No
Cascade occurs No
en : Faltleinen wurden benutzt no

### Klein einseitiger Klapper im beschleunigten Flug

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
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</thead>
</table>
| Maximum dive forward or roll angle | Dive or roll angle 15° to 45°
Re-inflation behaviour | Spontaneous re-inflation
Total change of course | Less than 360°
Collapse on the opposite side occurs | en : Nein (oder nur eine kleine Anzahl von eingeklappen Zellen mit selbstständiger Wiederöffnung)
Twist occurs | No
Cascade occurs | No
en : Faltleinen wurden benutzt | no|

### Großer einseitiger Klapper im beschleunigten Flug

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Twist occurs | No
Cascade occurs | No
en : Faltleinen wurden benutzt | no|

### Directional control with a maintained asymmetrical control

<table>
<thead>
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</table>
| Able to keep course | Yes
180° turn away from the collapsed side possible | Yes
in 10 s | 10 s
Amount of control range between turn and stall | More than 50 % of the symmetric control
or spin | travel

### Trim speed spin tendency

<table>
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| Spin occurs | No

### Low speed spin tendency

<table>
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</table>
| Spin occurs | No

### Recovery from a developed spin

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</table>
| Spin rotation angle after release | Stops spinning in less than 90°
Cascade occurs | No

### 8-line stall

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<tr>
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</table>
| Change of course before release | Changing course less than 45°
Behaviour before release | Remains stable with straight span
Recovery | Spontaneous in less than 3 s
Dive forward angle on exit | Dive forward 30° to 60°
Cascade occurs | No

### Big ears

<table>
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<th>B</th>
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</table>
| Entry procedure | Dedicated controls
Behaviour during big ears | Stable flight
Recovery | Spontaneous in less than 3 s
Dive forward angle on exit | Dive forward 0° to 30°

### Big ears in accelerated flight

<table>
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</table>
| Entry procedure | Dedicated controls
Behaviour during big ears | Stable flight
Recovery | Spontaneous in less than 3 s
Dive forward angle on exit | Dive forward 0° to 30°
Behaviour immediately after releasing the | Stable flight
accelerator while maintaining big ears

### Alternative means of directional control

| A | A |
180° turn achievable in 20 s Yes
Stall or spin occurs 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