

DHV TESTREPORT EN926-2:2014



MAC PARA MAGUS LXC 26

Type designation MAC PARA Magus LXC 26
Type test reference no DHV GS-01-2553-20
Holder of certification [MAC Para Technology](#)
Manufacturer [MAC Para Technology](#)
Classification D
Winch towing Yes
Number of seats min / max 1 / 1
Accelerator Yes
Trimmers No



BEHAVIOUR AT MIN WEIGHT IN FLIGHT (104KG)

Test pilots



Harald Buntz

No release

C

BEHAVIOUR AT MAX WEIGHT IN FLIGHT (118KG)



Sebastian Mackrodt

No release

B

Inflation/take-off

Rising behaviour en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich

en : einfaches Aufziehen, etwas Korrektur des Piloten erforderlich

Special take off technique required Yes

No

Landing

A

A

Special landing technique required No

No

Speeds in straight flight

B

A

Trim speed more than 30 km/h Yes

Yes

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

Yes

Minimum speed 25 km/h to 30 km/h

Less than 25 km/h

Control movement

C

C

Symmetric control pressure Increasing

Increasing

Symmetric control travel 50 cm to 65 cm

50 cm to 65 cm

Pitch stability exiting accelerated flight

C

A

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

Dive forward less than 30°

Collapse occurs No

No

Pitch stability operating controls during accelerated flight

A

A

Collapse occurs No

No

Roll stability and damping

A

A

Oscillations Reducing

Reducing

Stability in gentle spirals

A

A

Tendency to return to straight flight Spontaneous exit

Spontaneous exit

en : Verhalten beim Verlassen einer vollständigen Steilspirale

B

D

en : Erstes Ansprechen des Gleitschirms (die ersten en : unmittelbare Verringerung der

en : keine unmittelbare Reaktion

180°) Drehgeschwindigkeit

Tendency to return to straight flight en : selbstständiges Ausleiten (G-Kraft abnehmend, Drehgeschwindigkeit abnehmend)

en : Drehung bleibt konstant(G-Kraft konstant, Drehgeschwindigkeit konstant)

Turn angle to recover normal flight 720° to 1 080°, spontaneous recovery

With pilot action

Symmetric front collapse

D

D

Entry Rocking back less than 45°

Rocking back less than 45°

Recovery Spontaneous in less than 3 s

Spontaneous in less than 3 s

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

Dive forward 30° to 60°

Change of course Entering a turn of less than 90°

Entering a turn of less than 90°

Cascade occurs No

No

en : Faltleinen wurden benutzt yes

yes

en : Symmetrischer Frontklapper mindestens 50% Flügeltiefe

D

D

Entry Rocking back less than 45°

Rocking back less than 45°

Recovery Spontaneous in less than 3 s

Spontaneous in 3 s to 5 s

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

Dive forward 30° to 60°

Change of course Entering a turn of less than 90°

Entering a turn of 90° to 180°

Cascade occurs No

No

en : Faltleinen wurden benutzt yes

yes

en : Symmetrischer Frontklapper im beschleunigten Flug mindestens 50% Flügeltiefe

D

D

Entry Rocking back less than 45°

Rocking back less than 45°

Recovery Spontaneous in less than 3 s

Recovery through pilot action in less than a further 3 s

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

Dive forward 30° to 60°

Change of course Entering a turn of less than 90°

Entering a turn of 90° to 180°

Cascade occurs No

No

en : Faltleinen wurden benutzt yes

yes

Exiting deep stall (parachutal stall)

D

B

Deep stall achieved Yes

Yes

Recovery Spontaneous in less than 3 s

Spontaneous in less than 3 s

Dive forward angle on exit Dive forward 60° to 90°

Dive forward 30° to 60°

Change of course Changing course less than 45°

Changing course less than 45°

Cascade occurs No

No

High angle of attack recovery

A

A

Recovery Spontaneous in less than 3 s

Spontaneous in less than 3 s

Cascade occurs No

No

Recovery from a developed full stall

C

B

Dive forward angle on exit Dive forward 60° to 90°

Dive forward 30° to 60°

Collapse No collapse

No collapse

Cascade occurs (other than collapses) No

No

Rocking back Greater than 45°

Less than 45°

Line tension Most lines tight

Most lines tight

en : Kleiner einseitiger Klapper

D

D

Change of course until re-inflation Less than 90°

90° to 180°

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

Dive or roll angle 15° to 45°

Re-inflation behaviour Spontaneous re-inflation

Spontaneous re-inflation

Total change of course Less than 360°

Less than 360°

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

en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)

Twist occurs No

No

Cascade occurs No

No

en : Faltleinen wurden benutzt yes

yes

en : Großer einseitiger Klapper

D

D

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

180° to 360°

Maximum dive forward or roll angle Dive or roll angle 45° to 60°

Dive or roll angle 45° to 60°

Re-inflation behaviour Spontaneous re-inflation

Spontaneous re-inflation

Total change of course Less than 360°

Less than 360°

Collapse on the opposite side occurs en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger

Yes, causing turn reversal

	Wiederöffnung)	
	Twist occurs No	No
	Cascade occurs No	No
	en : Faltleinen wurden benutzt yes	yes
en : Kleiner einseitiger Klapper im beschleunigten Flug	D	D
Change of course until re-inflation	90° to 180°	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 45° to 60°	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	Yes, no turn reversal
	Twist occurs No	No
	Cascade occurs No	No
	en : Faltleinen wurden benutzt yes	yes
en : Großer einseitiger Klapper im beschleunigten Flug	D	D
Change of course until re-inflation	90° to 180°	180° to 360°
Maximum dive forward or roll angle	Dive or roll angle 60° to 90°	Dive or roll angle 45° to 60°
Re-inflation behaviour	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course	Less than 360°	Less than 360°
Collapse on the opposite side occurs	en : Nein (oder nur eine kleine Anzahl von eingeklappten Zellen mit selbstständiger Wiederöffnung)	Yes, causing turn reversal
	Twist occurs No	No
	Cascade occurs No	No
	en : Faltleinen wurden benutzt yes	yes
Directional control with a maintained asymmetric collapse	C	C
Able to keep course	Yes	Yes
180° turn away from the collapsed side possible in 10 s	Yes	Yes
Amount of control range between turn and stall or spin	25 % to 50 % of the symmetric control travel	25 % to 50 % of the symmetric control travel
Trim speed spin tendency	A	A
Spin occurs	No	No
Low speed spin tendency	A	A
Spin occurs	No	No
Recovery from a developed spin	A	A
Spin rotation angle after release	Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occurs	No	No
B-line stall		
Not carried out because the manoeuvre is excluded in the user's manual		
Big ears	A	B
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in less than 3 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Big ears in accelerated flight	A	A
Entry procedure	Dedicated controls	Dedicated controls
Behaviour during big ears	Stable flight	Stable flight
Recovery	Spontaneous in less than 3 s	Spontaneous in 3 s to 5 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
Behaviour immediately after releasing the accelerator while maintaining big ears	Stable flight	Stable flight
Alternative means of directional control	A	A
180° turn achievable in 20 s	Yes	Yes
Stall or spin occurs	No	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