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*USER MANUAL*

*EDEN II*

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## Test Flight Certificate

Paraglider type: ***EDEN II*** \_\_\_\_\_

Serial number: \_\_\_\_\_

Test flown on: \_\_\_\_\_

by: \_\_\_\_\_

Pilot's signature: \_\_\_\_\_

Confirmation by dealer: \_\_\_\_\_

## TECHNICAL DATA

AFNOR STANDARD & DHV 1-2	EDEN II-23	EDEN II-25	EDEN II-28	EDEN II-30	EDEN II-33
Zoom flat	0,943	0,943	1	1,035	1,085
Area flat [m2]	23,24	25,29	28,44	30,46	33,48
Area projected [m2]	20,8	22,85	25,7	27,53	30,25
Span flat [m]	10,8	11,58	12,28	12,71	13,32
Aspect ratio flat	5,02	5,3	5,3	5,3	5,3
Root cord [m]	2,65	2,67	2,83	2,93	3,07
Cells	48	51	51	51	51
Weight [kg]	6	6,2	6,6	6,9	7,3
Weight range [kg] *	62-80	70-90	85-105	98-127	115-150
Min. speed [km/h]			22-24		
Max. speed [km/h]			36-38		
Top speed (accelerator) [km/h]			48-50		
Glide ratio			+ 8,2		
Min. Sink rate [m/s]			1,10-1,20		
Tested size			* pilot equipped		

# EDEN II - 23

A - Top    B - Top    C - Top    D - Top    Brake - Top    Brake - Middle

color mater.	pink Edelrid 80kg	yellow Edelrid 80kg	yellow Edelrid 80kg	yellow Edelrid 80kg	pink Dynema	pink Dynema	pink Dynema
STAB.	<b>108</b>	<b>105</b>	<b>104,5</b>	<b>105,5</b>	<b>88,5</b>		
					<b>104</b>		
Profil No.					<b>107,5</b>		
3	<b>185,8</b>	<b>181,5</b>	<b>179,9</b>	<b>179,2</b>	<b>104,5</b>		
5	<b>183,4</b>	<b>180</b>	<b>181,4</b>	<b>182,5</b>	<b>110</b>	<b>113</b>	
7	<b>183,4</b>	<b>179</b>	<b>181,4</b>	<b>185,3</b>			<b>230</b>
9	<b>186,7</b>	<b>181,5</b>	<b>185,6</b>	<b>191,4</b>	<b>112</b>	<b>113</b>	
11	<b>195,9</b>	<b>190,5</b>	<b>194,8</b>	<b>203,7</b>	<b>113</b>		
					<b>117,5</b>		
					<b>123,5</b>		
13	<b>197,9</b>	<b>192,1</b>	<b>197,1</b>	<b>207</b>			
15	<b>192,5</b>	<b>186,3</b>	<b>191,8</b>	<b>202,7</b>	<b>185</b>		
17	<b>194,3</b>	<b>187,8</b>	<b>193,5</b>	<b>204,9</b>	<b>184</b>	<b>285</b>	
19	<b>204,6</b>	<b>197,8</b>	<b>203,5</b>	<b>215</b>	<b>192</b>		
					<b>209</b>		
21	<b>200,6</b>	<b>193,2</b>	<b>199,2</b>	<b>211,2</b>	<b>216</b>		
23	<b>203,7</b>	<b>195,7</b>	<b>201,9</b>	<b>213,7</b>	<b>228</b>	<b>285</b>	
					<b>244</b>		

MEAN LINES	<b>4,30 m</b>	<b>A1,B1</b>	Edelrid	200 kg
		<b>A3,A2,B3,B2</b>	Edelrid	240 kg
		<b>D1,D2,D3,C1,C2,C3</b>	Edelrid	160 kg
STABILO	<b>4,50 m</b>	comes into D-Riser	Edelrid	80 kg
BRAKE LINE	<b>1,95 + 30 cm</b>	Dynema Cousin 2,5 mm		

ATTENTION !! Line lengths are measured on stretched lines. Note, that loops and sewing make the line shorter for 1-1,5 cm depending on the line diameter.

## A. General

### Introduction

We congratulate you on your purchase of a MAC-paraglider.

Extensive development work and numerous tests make the *EDEN II* a high performance intermediate paraglider with maximum possible safety.

The *EDEN II* is constructed for thermal and cross-country flying, and will enable pilots to get maximum enjoyment.

Please read this manual carefully before you start, this way you will get the most out of your glider, and enjoy many "Eden flights"

Paragliding is a sport, which demands, besides the optimum equipment, a high degree of attentiveness, good judgement, and theoretical knowledge. Paragliding can be a dangerous sport, which may lead to injury and death. Avoid flying in strong turbulence, strong winds and especially in thunderstorms and Foehn conditions. These could lead to uncontrollable flight conditions and result in a crash. If you have the slightest doubt about weather, wind or terrain, don't take off.

Before delivery, as well as during production, each paraglider goes through a strict visual inspection, and is test-flown by your dealer. Stamps on the placard, together with a completed test-flight certificate, confirm this. Check that the paraglider has been test-flown before your first take-off. If it has not, consult your dealer.

If, after carefully reading this handbook, you still have questions, telephone your dealer; or us we will be glad to help.

MAC Para Technology Ltd wish you many pleasant flights with your


*EDEN II*



Operating limits

The *EDEN II* has been developed for foot-launch, and for solo flights.  
The *EDEN II* has been tested by DHV test pilots to DHV 1-2 GH category.  
The GH stands for 95% of all sitting harnesses in use. It simply means that a harness with a chest-strap is needed. It also has been load and shock-tested and passed with a load corresponding to 8G of the maximum weight in flight. (1040 kg). Its flying tests have shown that the glider remains stable and controllable over a wide range of normal and abnormal flight conditions. Nevertheless, turbulence and gusting winds can lead to a partial or complete collapse of the canopy. Therefore never fly in such conditions.

Deutscher Hängegleiterverband e. V. im DAeC  
DHV/OeAeC-Technikreferat  
LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel



**MUSTERPRÜFBESCHEINIGUNG**  
Gleitsegel  
Musterprüfnummer DHV GS-01-0915-01  
Bezeichnung des Gerätemusters  
**Eden 2-23**

Das nachstehend bezeichnete Luftsportgerät ist als Muster geprüft im Auftrag von:  
**Skyline Flight Gear GmbH, Weidach 1, 83236 Übersee, Deutschland**

Diese Musterprüfbescheinigung ist erteilt auf Grund der die Musterprüfung betreffenden Bestimmungen des Luftverkehrsgesetzes, der Luftverkehrs-Zulassungs-Ordnung, der Verordnung zur Prüfung von Luftfahrzeugen und der Lufttüchtigkeitsanforderungen in der heute geltenden Fassung sowie zu den Bedingungen der Vereinbarung über Musterprüfung und des Schreibens vom 02.04.2003.

Die Musterprüfung gilt gemäß zugehörigem Geräte-Kennblatt Nr.: DHV GS-01-0915-01

02.04.2003  
Datum der Ausstellung      Unterschrift

Deutscher Hängegleiterverband e. V. im DAeC  
DHV/OeAeC-Technikreferat  
LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel



**MUSTERPRÜFBESCHEINIGUNG**  
Gleitsegel  
Musterprüfnummer DHV GS-01-0916-01  
Bezeichnung des Gerätemusters  
**Eden 2-25**

Das nachstehend bezeichnete Luftsportgerät ist als Muster geprüft im Auftrag von:  
**Skyline Flight Gear GmbH, Weidach 1, 83236 Übersee, Deutschland**

Diese Musterprüfbescheinigung ist erteilt auf Grund der die Musterprüfung betreffenden Bestimmungen des Luftverkehrsgesetzes, der Luftverkehrs-Zulassungs-Ordnung, der Verordnung zur Prüfung von Luftfahrzeugen und der Lufttüchtigkeitsanforderungen in der heute geltenden Fassung sowie zu den Bedingungen der Vereinbarung über Musterprüfung und des Schreibens vom 02.04.2003.

Die Musterprüfung gilt gemäß zugehörigem Geräte-Kennblatt Nr.: DHV GS-01-0916-01

02.04.2003  
Datum der Ausstellung      Unterschrift

Deutscher Hängegleiterverband e. V. im DAeC  
DHV/OeAeC-Technikreferat  
LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel



**MUSTERPRÜFBESCHEINIGUNG**  
Gleitsegel  
Musterprüfnummer DHV GS-01-0917-01  
Bezeichnung des Gerätemusters  
**Eden 2-28**

Das nachstehend bezeichnete Luftsportgerät ist als Muster geprüft im Auftrag von:  
**Skyline Flight Gear GmbH, Weidach 1, 83236 Übersee, Deutschland**

Diese Musterprüfbescheinigung ist erteilt auf Grund der die Musterprüfung betreffenden Bestimmungen des Luftverkehrsgesetzes, der Luftverkehrs-Zulassungs-Ordnung, der Verordnung zur Prüfung von Luftfahrzeugen und der Lufttüchtigkeitsanforderungen in der heute geltenden Fassung sowie zu den Bedingungen der Vereinbarung über Musterprüfung und des Schreibens vom 02.04.2003.

Die Musterprüfung gilt gemäß zugehörigem Geräte-Kennblatt Nr.: DHV GS-01-0917-01

02.04.2003  
Datum der Ausstellung      Unterschrift

Deutscher Hängegleiterverband e. V. im DAeC  
DHV/OeAeC-Technikreferat  
LBA-anerkannte Prüfstelle für Hängegleiter und Gleitsegel



**MUSTERPRÜFBESCHEINIGUNG**  
Gleitsegel  
Musterprüfnummer DHV GS-01-0918-01  
Bezeichnung des Gerätemusters  
**Eden 2-30**

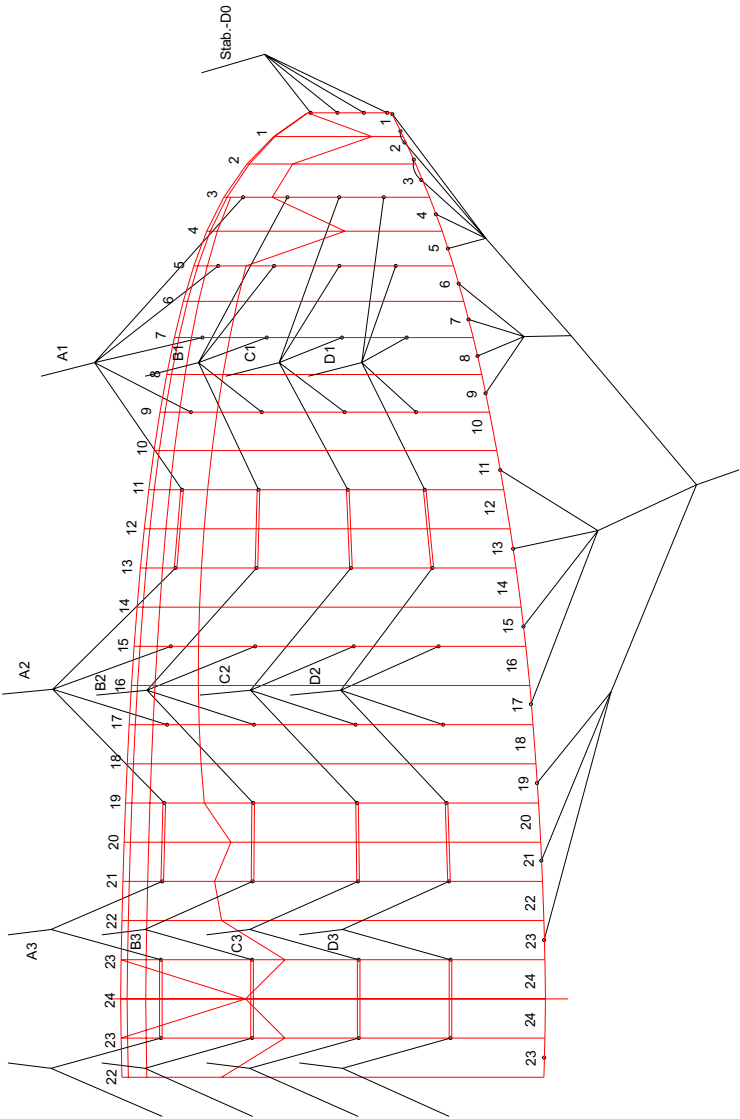
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Die Musterprüfung gilt gemäß zugehörigem Geräte-Kennblatt Nr.: DHV GS-01-0918-01

02.04.2003  
Datum der Ausstellung      Unterschrift

LINE PLAN EDEN II-23



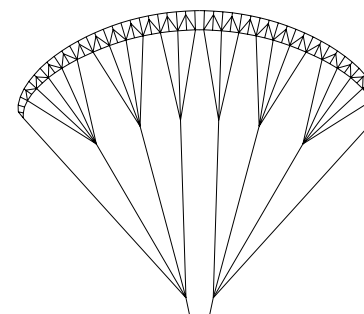
# EDEN II - 25

	A - Top	B - Top	C - Top	D - Top	Brake - Top	Brake - Middle
color mater.	pink Edelrid 80kg	yellow Edelrid 80kg	yellow Edelrid 80kg	yellow Edelrid 80kg	pink Dynema	pink Dynema
STAB.	108	105	104,5	105,5	88,5	
					104	
Profil No.					107,5	
3	185,8	181,5	179,9	179,2	104,5	
5	183,4	180	181,4	182,5	110	113
7	183,4	179	181,4	185,3		230
9	186,7	181,5	185,6	191,4	112	113
11	195,9	190,5	194,8	203,7	113	
					117,5	
					123,5	
13	197,9	192,1	197,1	207		
15	192,5	186,3	191,8	202,7	185	
17	194,3	187,8	193,5	204,9	184	285
19	204,6	197,8	203,5	215	192	
					209	
21	201,8	194,4	200,4	212,4	216	
23	200,9	192,9	199,1	210,9	228	285
25	210,8	203	209,2	221	244	
MEAN LINES	4,50 m		A1,B1	Edelrid	200 kg	
			A3,A2,B3,B2	Edelrid	240 kg	
			D1,D2,D3,C1,C2,C3	Edelrid	160 kg	
STABILO	4,70 m		comes into D-Riser	Edelrid	80 kg	
BRAKE LINE	2,15 + 30 cm		Dynema Cousin 2,5 mm			

ATTENTION !! Line lengths are measured on stretched lines. Note, that loops and sewing make the line shorter for 1-1,5 cm depending on the line diameter.

## Construction

The *EDEN II* is a second rib diagonal-construction paraglider. Every second mean rib is attached to the lines and other ribs are attached at A, B and C-points thanks to the diagonal segments. These segments do not lead to top surface of canopy but are attached at 80% of rib's height. This technique was already used on the *EDEN I* and is used by many other manufacturers in the industry.



## Trim

The glider is delivered with a standard set-up and its speed can reach 36 - 38 km/h depending on the weight of the pilot. The brake-lines should always be adjusted so that the first brake-lines just come under tension when the brake handles have been pulled 5 - 10 cm.

The test results relate to this brake-line adjustment. In extreme situations other settings may lead to the glider reacting differently. To be able at all times to react quickly enough to possible problems; you should not let go of the brake handles during the flight (it may be possible to hold both handles in one hand). Alter the line length to bring the handles to a suitable height when using your harness.

*NOTE!! If in doubt about the brake-line adjustment, it is preferable to leave them too long, as any necessary shortening can easily be achieved by wrapping them round your hand.*

## Safety equipment

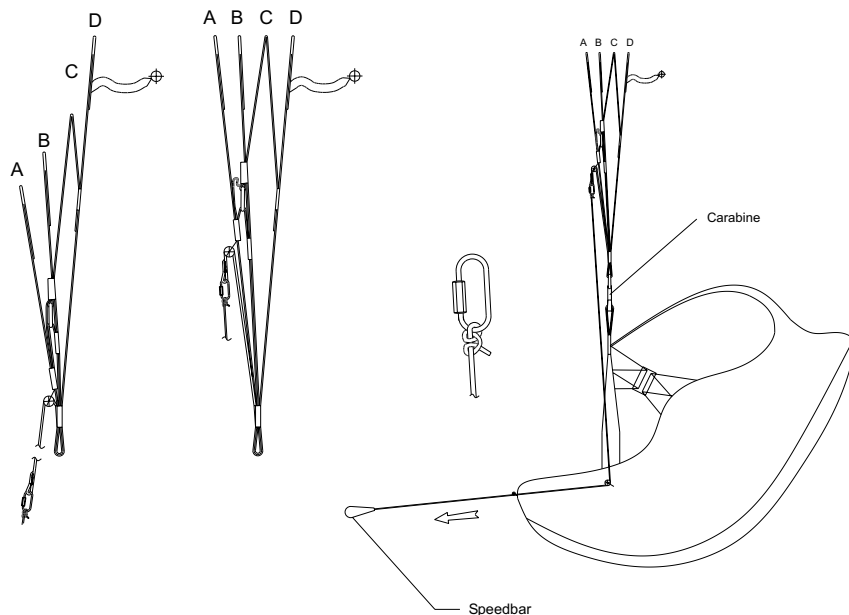
An optimal outfit should be a matter of course for every paraglider pilot. Always wear stout footwear, a helmet, and gloves. Clothing should be warm and allow sufficient freedom of movement. A rescue-system can be life-saving in case of an irremediable disturbance of the canopy, collapse in the air or material failure, and is therefore imperative.

## Speed system

To fly faster than trim speed the *EDEN II* is equipped with a foot operated original speed system. When in use, it lowers the angle of attack. *EDEN II* is designed with a 4-riser system to further improve safety.

*EDEN II* has a very wide speed range. The highly effective speed system of the *EDEN II* allows a 10-13km/h gain in speed.

Riser	A	B	C	D
Trimposition	49,5 cm	49,5 cm	49,5 cm	49,5 cm
Accelerated (DHV)	35 cm	39 cm	43,5 cm	49,5 cm
Accelerated (AFNOR)	30 cm	34 cm	42 cm	49,5 cm



## EDEN II - 28

	A - Top	B - Top	C - Top	D - Top	Brake - Top	Brake - Middle
color mater.	pink Edelrid 80kg	yellow Edelrid 80kg	yellow Edelrid 80kg	yellow Edelrid 80kg	pink Dynema	pink Dynema
STAB.	116	112,5	112	113	94	
					110	
Profil No.					114	
3	197	192,5	190,8	190	111	
5	194,5	191	192,4	193,5	116,5	120
7	194,5	190	192,4	196,5		243
9	198	192,5	196,8	203	119	120
11	207,7	202	206,6	216	120	
					124,5	
					131	
13	209,8	203,7	209	219,5		
15	204,1	197,6	203,4	214,9	197	
17	206	199,2	205,2	217,3	196	300
19	217	209,8	215,8	228	204,5	
					222,5	
21	214	206,2	212,5	225,2	230	
23	213	204,6	211,1	223,6	242	300
25	223,5	215,3	221,8	234,3	260	
MEAN LINES	4,80 m				A1,B1 Edelrid 200 kg	
					A3,A2,B3,B2 Edelrid 240 kg	
					D1,D2,D3,C1,C2,C3 Edelrid 160 kg	
STABILO	5,00 m				comes into D-Riser Edelrid 80 kg	
BRAKE LINE	2,30 + 30 cm				Dynema Cousin 2,5 mm	

ATTENTION !! Line lengths are measured on stretched lines. Note, that loops and sewing make the line shorter for 1-1,5 cm depending on the line diameter.

# EDEN II - 30

	A - Top	B - Top	C - Top	D - Top	Brake - Top	Brake - Middle
color mater.	pink Edelrid 80kg	yellow Edelrid 80kg	yellow Edelrid 80kg	yellow Edelrid 80kg	pink Dynema	pink Dynema
STAB.	119,2	115,5	115	116	97,3	
					114	
Profil No.					118	
3	203,9	199,2	197,5	196,7	115	
5	201,3	197,7	199,1	200,3	120,5	125
7	201,3	196,7	199,1	203,4		250
9	204,9	199,2	203,7	210,1	123,2	125
11	215	209,1	213,8	223,6	124,2	
					129	
					135,5	
13	217,1	210,8	216,3	227,2		
15	211,2	204,5	210,5	222,4	204	
17	213,2	206,2	212,4	224,9	203	310
19	224,6	217,1	223,4	236	211,8	
					230,5	
21	221,5	213,4	219,9	233,1	238	
23	221	212,3	219	231,9	250,5	310
25	229,3	220,8	227,6	240,5	269	
MEAN LINES	5,00 m		A1,B1	Edelrid	200 kg	
			A3,A2,B3,B2	Edelrid	240 kg	
			D1,D2,D3,C1,C2,C3	Edelrid	160 kg	
STABILO	5,20 m		comes into D-Riser	Edelrid	80 kg	
BRAKE LINE	2,40 + 30 cm		Dynema Cousin 2,5 mm			

ATTENTION !! Line lengths are measured on stretched lines. Note, that loops and sewing make the line shorter for 1-1,5 cm depending on the line diameter.

## B. Flying operations

### New glider check and before every flight check

In addition to all the usual pre-flight checks, please pay particular attention to the items in the following checklist:

#### Checklist

1. Inspection of canopy for tears or damage, especially the seams which join the ribs to the upper and lower surfaces, but also the area of the attachment tapes and brake-line connections.
2. Inspection of the attachment tapes for damage to the stitches. It is also important to check the attachment tapes and brake-lines for tangles. The line lengths must be checked after 50 hours flying time and whenever the flight behaviour of the glider changes.
3. Inspection of the risers and maillons for faultless condition. Special inspection of the maillons for traces of corrosion under the lines.
4. Inspection of the knotting of the steering handle to the brake-lines. The brake-lines must run freely.
5. Inspection of the harness. The harness must show no signs of wear or other damage. You must also check the harness after a hard landing.
6. Check whether the rescue-system is correctly installed and secured.
7. Inspection of the karabiner. Inspection of the attachment and securing of the karabiner.

#### Take-off

Find a suitable take-off spot, from which you can abort the take-off at any point. After checking the glider, following the checklist, lay it out with the cell-openings upwards so that the canopy forms the shape of a horseshoe. In a strong wind don't spread the canopy too far, so that there is less resistance when pulling up.

#### Forward launch

This is possible in almost all wind conditions except strong headwinds. It is essential to stand in line with the canopy, especially when the glider has longer lines. Before take-off, place yourself centrally at the gliders axis. Let the B – C and D-risers fall into the crook of your arm and pull the canopy dynamically up by the A-risers. The stronger the headwind the less run-up you need to pull the canopy up. As soon as the glider is above you, stop pulling on the A-risers. Now do a visual check upwards, to see if the canopy is completely open. Otherwise, abort the take-off. Now accelerate continuously until you lift off. In a weak headwind it is easier to take-off if after reaching minimum flying speed you pull the brakes slightly. After the take-off, gently release the brakes again.

**WARNING!!** Do not use the forward launch in very strong winds. Make sure you don't pull the risers too much towards yourself or downwards as this can result in a frontal collapse, or in an asymmetric take-off.

#### Rear launch

To be used in moderate to strong headwinds. Please note that in a strong headwind you may need a helper, as you could easily lose control of the canopy. If the headwind is too strong, take some of the pressure out of the canopy by taking in one or both of the brake-lines (or the C-risers).

## Flight

Always fly with sufficient clearance from the terrain. The *EDEN II* glides best with open brakes, descends best with lightly applied brakes. In turbulence fly with brakes lightly applied to avoid canopy collapse. If the canopy pendulums forward, this should be corrected by prompt braking. A pendulum movement of the canopy backwards is corrected by loosening the brakes in good time.

## Steering

Turns can be initiated using the brakes in two different ways.

### Turns with brakes

The pilot pulls the brake on the side to which he wishes to turn. To minimise sinking, the brake on the outside of the curve is lightly applied.

### Turns with brakes and weight shifting

The pilot pulls the brake on the side to which he wishes to turn and shift his weight to the same side. Turns can also be flown with the harness alone, by shifting the weight to the inside of the curve. This weight shift has a greater effect, the more loosely the chest-strap is fastened. An optimal steering technique is achieved by a combination of braking and weight shifts. It is pilot's skill to use both of these techniques specially in thermals.

A further possibility for steering is best limited to emergencies (if the brake-lines break, for example). This entails gently pulling the front (watch out for collapse of the canopy) or on D-riser (beware asymmetrical stall). We recommend that you do not use this form of steering in normal flight.

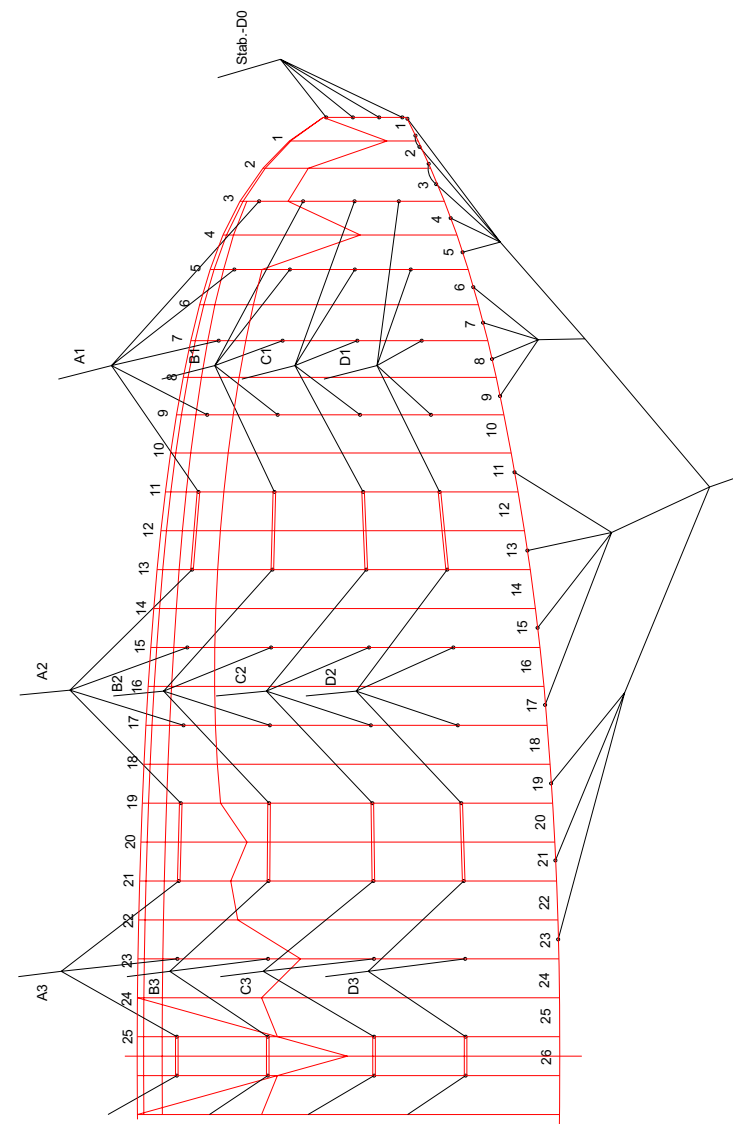
## Approach and landing

To avoid stressful situations in the approach to landing, it is important to initiate the process at an adequate altitude. This leaves you enough time to observe and appropriately deal with wind direction and any other aircraft in your vicinity.

The final approach should generally be made into the wind and with fully released brakes, in order to maintain maximum energy in the glider. If the air is turbulent, it is better to land lightly braked to minimise the possibility of the canopy collapsing. In order to land on your feet, rather than lying on your back, you will need to lean forward in the harness not lower than 5 m above the ground. At an adequate height (about 2 m above the ground), pull both brakes fully down until the glider is sufficiently slowed.

In a light headwind pulling the brakes only lightly is enough to give a soft landing. In a calm, or even tailwind, you must pull the brakes as abruptly as possible. This dynamically increases the angle of attack and gives you the maximum braking effect.

## LINE PLAN EDEN II -25, -28, -30





## Material Description

### FABRIC OF CANOPY

NCV - PORCHER MARINE, FRANCE

Extrados - SKYTEX S 09017 E38A - 100% nylon 6.6 , 33 Dtex, 40 g/m2  
Intrados - SKYTEX S 09017 E38A - 100% nylon 6.6 , 33 Dtex, 36 g/m2  
Mean ribs - SKYTEX S 09017 E29A - 100% nylon 6.6 , 33 Dtex, 40 g/m2  
Ribs - SKYTEX S 09017 E38A - 100% nylon 6.6 , 33 Dtex, 40 g/m2  
Reinforcement mean ribs - Grille Polyester 200 g/m2  
Reinforcement ribs - W382 Polyester 180 g/m2

### LINES

EDELMAN+RIDDER+CO., GERMANY

Upper lines - Aramid/Polyester A-6843-080  
Brake lines - Dynema/Polyester A-7850-100  
Mean lines C1,C2,C3,D1,D2,D3 - Aramid/Polyester A-6843-160  
Mean lines A1,B1 - Aramid/Polyester A-6843-200  
Mean lines A2,A3,B2,B3 - Aramid/Polyester A-6843-240  
Stabilo line - Aramid/Polyester A-6843-080  
Mean brake line - Dynema/Polyester A-7850-240

### BRIDLE (ATTACHMENT LINES)

STAP a.s., CZECH REPUBLIC

STAP-POLYESTERBRIDLE 13 mm

### RISER

MOUKA TISNOV Ltd, Czech Republic

Polyester 367 040 025 912 25x1,5 mm

### THREAD

AMANN SPONIT Ltd, CZECH REPUBLIC

Thread lines - SYNTON 60, Thread -mean lines - SERABOND 60  
Thread glider - SYNTON 40, Thread - riser - SYNTON 30

### MAILLONS

ELAIR SERVIS  
NIRO TRIANGLE 200

### Flight with speed system

To make faster flight possible, the *EDEN II* is equipped with a special speed system.

To accelerate the paraglider we recommend the following steps:

- extend the speed bar
- use the speed bar to control speed

Never activate the speed system in turbulence, at low altitude, or when approaching a landing (the lower angle of attack results in less stability despite the higher speed).

### Towed and motorized flight

The *EDEN II* is suitable for towed flight, as well as flight with a paramotor.

*Note!! However, motorized flying has been made with great success due to its very easy take-off characteristics, stability and good handling, always use certified combinations of engine - harness - glider. If in doubt check with your federation.*

*EDEN II* has no tendencies towards deep stall/parachuting. Therefore we allow tow-launched flights with a similar techniques to that described above. There is sufficient margin to counter-steer the glider in a normal towing situation. Make sure you use proper equipment, experienced personnel and all relevant safety precautions for towing.

*WARNING!! Please always ensure that the brake lines are adjusted to the lengths recommended here. Setting them shorter could lead to a tendency to stall during towed flight. Apart from this, there are no special procedures.*

*WARNING!! The EDEN II is not suitable for jumps from aircraft.*

### C. Extreme and critical flight manoeuvres

This section describes flying conditions which can be deliberately induced, or which can develop unintentionally due to turbulence or pilot error. Any pilot who flies through turbulence is sure to be faced with these special flight conditions at some point. So take a good look at these flight manoeuvres or prepare for them by SIV (safety training over water). Mastering these flying conditions significantly improves your active flight safety. Sufficient height, as well as the carrying of a reserve parachute, is imperative.

*WARNING!! All the critical flight conditions described here require thorough knowledge; otherwise carrying them out may be very dangerous. Sufficient height above the ground is imperative. Bear in mind that all disturbances of the canopy can increase the sink rate by 2 - 10 m/sec, depending on the degree of disturbance. Carrying out these manoeuvres wrongly may lead to a crash.*

## Collapse of the canopy

Remember this is a glider with unspectacular reactions to disturbances in the air. Whenever in doubt, let up the brakes and let the glider fly. The glider has a high internal pressure, resistance to tucking and very high degree of passive safety. It is recommended that at this stage you already start to practising an active flying style. The key to active piloting is keeping the glider above your head at all times. We recommend in principle that you hold the brake handle in your hand whenever possible, or fly with your hands through the brake handles, to allow you to react immediately to any possible disturbances.

*WARNING!! If you fly with your hands through the brake handles, you may lose valuable time for activating the rescue system.*

### Asymmetrical collapse

This form of collapse occurs most frequently, caused by turbulence.

#### Initiation

Pull the outermost A-lines slowly down, until the edge of the canopy folds in. The canopy collapses furthest if you pull the A-risers violently down. This causes up to 70 % of the leading edge to close up, and results in the canopy going into a spiral towards the collapsed side. If the harness is too loosely adjusted, in a more extreme collapse you will fall in the direction of the folded-in side, thus unintentionally magnifying the canopy's tendency to turn.

#### Recovery

Basically the *EDENII* will re-open by itself from closures of up to 50%. The time this takes, and the associated loss of height, can however be noticeably reduced by appropriate action by the pilot. Apply opposite brakes on the un-collapsed side, the outside of the curve, to stop the turning movement of the canopy. If you react immediately, 30% brake on the open side should suffice to hold the canopy on a straight course.

*WARNING!! Especially in turbulence, you must first stop the canopy turning, before you pump out the collapsed side. When the canopy is stable again, open it by pulling the brake lines on the closed side. If it is tangled, pumping the brake line should help.*

*WARNING!! Take care to avoid applying too much brake when pumping out the deflation, as this may disrupt the airflow over the canopy and lead to a stall.*

## D. Descent rates

Fly as far as possible from steep rises, to give yourself space to lose height.

### Symmetrical collapse - "big ears"

Sink rate approximately 2-4 m/sec

### Speed system and "big ears"

Sink rate approximately 4-6 m/sec

### Spiral dive

This allows rapid descent without stalling. Sink rate, depending on pilot, 5 - 15 m/sec

### B-line stall

Sink rate approximately 5 - 10 m/sec

Important! - End the stall with sufficient time for the airflow to re-establish itself.

*In principle, always fly in such a way that you do not need to lose height in a hurry.*

## E. Maintenance and repair

The *EDEN II* is produced from the best materials (see Material Description). The glider must be checked as a minimum, every year or after 100 flying hours. Do not step on the lines. Although the lines were tested with „DHV-bend test“ they can be damaged if stepped on whilst on a hard surface, or if they come into contact with sharp objects. If this happens contact your dealer for replacement lines. The lines must be checked after every 50 hours flying time and whenever the flight behaviour changes. Consult your dealer or MAC Ltd. Tears in the canopy must be professionally sewn. Adhesive patches are only adequate for very minor damage. The glider must always be kept cool and dry. If possible it should be stored lightly folded in a well-ventilated place. Protect the glider from dampness and sunlight. Exposure to UV degrades the fabric. A damp or wet canopy must be air-dried in a shady place. Do not expose the glider to temperatures of greater than 50 degrees C, as this can cause softening and shrinking of the attachment tapes. Clean the canopy only with warm water or a dilute soap solution. Do not use solvents.

*EDEN II* is delivered with a stuff-sack, T-shirt, MAC rucksack, speedbar and user manual.

Happy landings

Peter Recek - Constructeur  
MAC PARA TECHNOLOGY

### Recovery

Let go fluently both brakes simultaneously until 90% of leading edge reopen, then release brakes rapidly. The glider ends the full stall on its own without surging forward.

*WARNING!! If the brakes are released rapidly and asymmetrically, the glider may turn through almost 90 degrees and suffer an extensive asymmetric collapse.*

### Spiral dive

*EDEN II* has very effective spiral dive. This allows rapid descent without stalling.

### Initiation

Weight-shift and pull the brake on one side gradually. Let the glider accelerate for two turns and enjoy the growing speed and high G-force.

You can achieve sink rates up to 20m/s.

Once you have entered the spiral you can control your descent rate and bank angle with weight shift and brakes. We recommend lightly applying the outer brake to avoid asymmetrical collapse on outer side of canopy.

### Recovery

Weight-shift to a normal flying position and stop application of both brakes. The glider stops spiral diving by itself in 360 degrees.

If you apply inner brake and decelerate the glider for two or three turns, big pendulum effects can be avoided.

*WARNING!! Some gliders have a tendency to stay in the spiral when the sink rate exceeds around 15 m/s, depending on weight-shifting, wing loading and G-force. In fact most gliders need a counter-input to end a turn. With weight-shifting to the normal sitting position EDEN II will however come out of the spiral without pilot input. Practise spiralling with caution and lesser sink rates to get a feel for the gliders behaviour. A pilot who is dehydrated or not accustomed to spiralling can lose consciousness in a steep spiral dive!*

*WARNING!! In the case of a cravat which pumping of the brakes fails to release - apply 50% -70% brake on the open side of the canopy to stop rotation. Then pull the caught line carefully to release it then pump out the affected side. Take care to avoid applying too much brake when pumping out the deflation, as this may disrupt the airflow over the canopy and lead to a stall.*

### Symmetrical collapse - "Big-Ears"

### Initiation

Whilst maintaining contact with the brakes, grip the outermost A-lines. Work your hands as high as possible on these A-lines, until you have enough line to be able to pull on them without pulling the A-risers as well. Pull both A-lines down simultaneously. The further you pull the A-lines, the greater the area of canopy that will collapse (and the greater will be the sink rate).

### Recovery

As soon as you release the A-lines, the *EDEN II* opens independently. You can speed up its opening by light braking. If in extreme cases the lines get tangled, pumping (pulling repeatedly) the brake lines should help.

### Frontal deflation

If you feel strong turbulence coming, first step off the speedbar. Sometimes you may have to pull both brakes to avoid a deflation.

### Initiation

Hold the brake handles in your hands and grip the A-risers at the level of the mailbags. Now pull down far enough to make the whole leading edge fall in (the further you pull, the more area folds in).

### Recovery

As soon as you release the A-risers, the *EDEN II* opens by itself and the glider will recover with a small surge. You can speed up this process by light braking. If the A-risers are held too long, the canopy could fold in the middle with the wing tips going forward.

*NOTE!! EDEN II usually opens from frontal tuck by itself. If counter braking, be careful - do not brake too much. You could cause glider to begin a full stall with following surge forwards.*

## **Stalls**

Turbulence or rapid braking can lead to a pendulum effect, and thus to changes in the angle of attack. In extreme cases this can make the airflow break away from the upper surface of the canopy even without the brakes being activated.

*WARNING!! All canopies need some time after a stall (in extreme cases a couple of seconds) before the airflow builds up again. You should therefore carry out all manoeuvres involving stalls at an adequate height, as it will take a certain amount of time before the glider flies with its normal sink rate.*

### **Parachutal stall with steering lines**

#### **Initiation**

Pull the brakes slowly down until you have no more forward speed. The canopy now loses internal pressure and the lower surface pushes further and further up between the suspension points. The loss of internal pressure is greater the longer the glider is held in this situation. During the parachutal stall the canopy always remains open.

You will probably have to feel for the right brake position at first. If you apply too much brake, the canopy falls away backwards and the glider finds itself on the brink of a full stall. Loosen the brake lines immediately, until the canopy is once more above you. If you hesitate too long, the canopy will surge forwards.

#### **Recovery**

As soon as you release both brakes, symmetrically, the glider will independently recover from the parachutal stall.

**WARNING!!** In a parachutal stall, asymmetrical application of the brakes can lead to a spin. If you must land from a parachutal stall, on no account apply the brakes very close to the ground, as a reduction in area increases the descent rate.

### **B-line stall**

#### **Initiation**

Put your hands through the brake handles and grip the B-risers at the height of the maillons. Now pull the B-risers slowly down, until the canopy folds (parallel to its long axis). The glider will now stabilise itself and sink rapidly, with virtually no forward speed. Keep hold of the B-risers throughout the manoeuvre.

## **Recovery**

Release the riser at first rapidly but then gently. After the B-line stall on no account just let go of the B-risers, as this can cause overloading. As soon as the risers have been released, the *EDEN II* will usually fly normally of its own accord. Otherwise you have two possibilities:

1. Pull the A-risers, until the canopy regains forward speed. **WARNING!** Don't pull too far, or a frontal tuck will develop.
2. Pull the brake lines until the canopy wants to fall backwards, and then instantly open both brakes symmetrically. As a result the canopy will shoot forwards, thus regaining forward speed.

So begin with option 1, and only rely on option 2 when you have enough experience with the manoeuvre.

### **Spin (negative spirals)**

If you find yourself in an unintentional spin and you are high enough, you should:

1. Release the brakes immediately. The glider will stop rotating, if it does not apply sufficient outside brake to stop rotation.
2. Gently apply the brakes to avoid a central collapse of the canopy and the possibility of a cravat (one of the tips becoming entangled in the lines)

*NOTE!! In the case of a cravat which pumping of the brakes fails to release - apply 50% - 70% brake on the open side of the canopy to stop rotation. Then pull the caught line carefully to release it then pump out the affected side.*

*WARNING!! If you are LOW and are in an unintentional spin, or if the canopy is caught in a cravat USE YOUR RESERVE*

### **Full stall**

This is included only to expand your knowledge of how the canopies performance. Not recommended as a descent technique.

#### **Initiation**

Take wraps until the glider is lightly braked (when the hands are right up). Now gently pull both brake lines, until the canopy falls away behind - at this point, dynamically pull the brakes fully down. Press your hands against your body. The glider is now over you, with the wing tips flapping. As a result you sink rapidly with no forward movement.