Technical data DHV Test report LTF 2003 LTF DATASHEET PARTS LIST

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DHV TEST REPORT LTF 2003

MAC PARA MAGUS XC 21		
Type designation	MAC Para Magus XC 21	
Type test reference no	DHV GS-01-1752-08	
Holder of certification	MAC Para Technology ltd	
Manufacturer	MAC Para Technology ltd	
Classification	2-3 GH	
Winch towing	Yes	
Number of seats min / max	1 / 1	
Accelerator	Yes	
Trimmers	No	
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT (70KG)	**BEHAVIOUR AT MAX WEIGHT IN FLIGHT (85KG)**
Take off	**2**	**2**
Inflation	unevenly, delayed	evenly, immediately
Rising behaviour	comes over pilot delayed	comes over pilot delayed
Take off speed	average	average
Take off handling	average	average
Straight flight	**2**	**2**
Roll damping	average	average
Turn handling	**2**	**2**
Spin tendency	average	average
Control travel	slight	average
Agility	average	average
Symmetric stall	**2-3**	**2-3**
Deep-stall limit	early < 60 cm	early < 60 cm
Full stall limit	early < 65 cm	early < 65 cm
Increase in steering power	average	slight
Front collapse	**2-3**	**2**
Pre-acceleration	average	slight
Opening behaviour	not spontaneously	spontaneous, delayed
	with pumping	
Asymmetric collapse	**2-3**	**2-3**
Turn tendency	180 - 360 degrees	180 - 360 degrees
Change of course	180 - 360 degrees	180 - 360 degrees
Rate of turn	high	high
Max. roll/pitch angle	greater than 45 degrees	greater than 45 degrees
Loss of altitude	high	high
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous, delayed	spontaneous
Countersteering an asymmetric collapse	**2**	**2-3**
Stabilization	countersteering easy	countersteering demanding
Control travel	slight	slight
Control pressure increase	average	slight
Turn in opposite direction	easy, no tendency to stall	demanding, tendency to stall
Opening behaviour	spontaneous, delayed	spontaneous, delayed
Full stall, symm. exit	**2-3**	**2**
Spin out of straight flight	**2**	**2**
Spin out of turn	**2-3**	**2**
Spiral dive	**2**	**2**
Entry	average	average
Spin tendency	average	average
Exit	turn continues through < 180 degrees	turn continues through 180 - 360 degrees
Sink rate after 720 °[m/s]	10	13
B-line stall	**2-3**	**2**
Entry	demanding	demanding
Exit	spontaneous	spontaneous

Big ears	2	1-2
Entry	easy	easy
Recovery	not spontaneously	spontaneous, quickly

Landing	2	2
Landing behaviour	average	average

Front collapse (accelerated)	2-3	2-3
Pre-acceleration	slight	slight
Opening behaviour	not spontaneously	spontaneous, delayed
	with pumping	

Asymmetric collapse (accelerated)	2-3	2-3
Turn tendency	180 - 360 degrees	180 - 360 degrees
Change of course	180 - 360 degrees	180 - 360 degrees
Rate of turn	high	high
Max. roll/pitch angle	greater than 45 degrees	greater than 45 degrees
Loss of altitude	high	high
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous, delayed	spontaneous

Big ears accelerated	2	1-2
Entry	easy	easy
Recovery	not spontaneously	spontaneous, quickly

Supplementary remarks		
	Asymetric collapse and asymetric collapse (accelerated): tendency for reactionary collapse on opposing canopy side with flight path directional change and difficult recovery. B-Stall: Unstabil mit Neigung zu Frontrosette und Verhängertendenz	