

**TEST REPORT DHV 03 MAC PARA MAGUS XC 26**

**Type** MAC Para Magus XC 26

**Certificate-No** DHV GS-01-1709-07

**Holder of certificate** MAC Para Technology ltd

**Manufacturer** MAC Para Technology ltd

**Classification** 2-3 GH

**Winch tow** Yes

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

**Accelerator?** Yes

**Trimmers?** No

	<b>BEHAVIOUR AT MIN WEIGHT IN FLIGHT(90 KG)</b>	<b>BEHAVIOUR AT MAX WEIGHT IN FLIGHT(110 KG)</b>
<b>Take off</b>	<b>2</b>	<b>2</b>
<b>Inflation</b>	unevenly, delayed	unevenly, delayed
<b>Rising behaviour</b>	comes over pilot delayed	comes over pilot delayed
<b>Take off speed</b>	average	average
<b>Take off handling</b>	average	average
<b>Straight flight</b>	<b>2</b>	<b>2</b>
<b>Roll damping</b>	average	slight
<b>Turn handling</b>	<b>2</b>	<b>2</b>
<b>Spin tendency</b>	average	average
<b>Control travel</b>	slight	average
<b>Agility</b>	average	average
<b>Symmetric stall</b>	<b>2-3</b>	<b>2</b>
<b>Deep-stall limit</b>	average 60 cm - 75 cm	average 60 cm - 75 cm
<b>Full stall limit</b>	average 65 cm - 80 cm	average 65 cm - 80 cm
<b>Increase in steering power</b>	slight	slight
<b>Front collapse</b>	<b>2-3</b>	<b>2-3</b>
<b>Pre-acceleration</b>	average	average
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse</b>	<b>2-3</b>	<b>2-3</b>
<b>Turn tendency</b>	180 - 360 degrees	180 - 360 degrees
<b>Change of course</b>	180 - 360 degrees	180 - 360 degrees
<b>Rate of turn</b>	average	high
<b>Max. roll/pitch angle</b>	greater than 45 degrees	greater than 45 degrees
<b>Loss of altitude</b>	high	high
<b>Stabilization</b>	spontaneous	spontaneous
<b>Opening behaviour</b>	spontaneous, delayed	not spontaneously with pumping
<b>Countersteering an asymmetric collapse</b>	<b>2-3</b>	<b>2-3</b>
<b>Stabilization</b>	countersteering demanding	countersteering demanding
<b>Control travel</b>	slight	slight
<b>Control pressure increase</b>	slight	slight
<b>Turn in opposite direction</b>	demanding, tendency to stall	demanding, tendency to stall
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, delayed
<b>Full stall, symm. exit</b>	<b>2</b>	<b>2</b>
<b>Spin out of straight flight</b>	<b>2</b>	<b>2</b>
<b>Spin out of turn</b>	<b>2</b>	<b>2</b>
<b>Spiral dive</b>	<b>2</b>	<b>2</b>
<b>Entry</b>	average	average
<b>Spin tendency</b>	average	average
<b>Exit</b>	turn continues through 180 - 360 degrees	turn continues through 180 - 360 degrees
<b>Sink rate after 720 °[m/s]</b>	12	12
<b>B-line stall</b>	<b>1-2</b>	<b>1-2</b>
<b>Entry</b>	easy	easy

	<b>Exit</b> spontaneous	spontaneous
<b>Big ears</b>	<b>1-2</b>	<b>1-2</b>
	<b>Entry</b> easy	easy
	<b>Recovery</b> delayed acceleration < 4 sec	delayed acceleration < 4 sec
<b>Landing</b>	<b>2</b>	<b>2</b>
	<b>Landing behaviour</b> average	average
<b>Front collapse (accelerated)</b>	<b>2-3</b>	<b>2-3</b>
	<b>Pre-acceleration</b> average	average
	<b>Opening behaviour</b> spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	<b>2-3</b>	<b>2-3</b>
	<b>Turn tendency</b> 180 - 360 degrees	180 - 360 degrees
	<b>Change of course</b> 180 - 360 degrees	180 - 360 degrees
	<b>Rate of turn</b> average	high
	<b>Max. roll/pitch angle</b> greater than 45 degrees	greater than 45 degrees
	<b>Loss of altitude</b> high	high
	<b>Stabilization</b> spontaneous	spontaneous
	<b>Opening behaviour</b> spontaneous	not spontaneously with pumping
<b>Big ears accelerated</b>	<b>1-2</b>	<b>1-2</b>
	<b>Entry</b> easy	easy
	<b>Recovery</b> delayed acceleration < 4 sec	delayed acceleration < 4 sec

**Supplementary remarks**