

TEST REPORT DHV 03 MAC PARA MAGUS XC 29

Type MAC Para Magus XC 29

Certificate-No DHV GS-01-1710-07

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

	BEHAVIOUR AT MIN WEIGHT IN FLIGHT(105 KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT(130 KG)
Take off	2	2
Inflation	evenly, immediately	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	2-3	2
Spin tendency	slight	average
Control travel	slight	slight
Agility	average	average
Symmetric stall	2	2
Deep-stall limit	average 60 cm - 75 cm	average 60 cm - 75 cm
Full stall limit	average 65 cm - 80 cm	average 65 cm - 80 cm
Increase in steering power	slight	slight
Front collapse	2	2-3
Pre-acceleration	slight	slight
Opening behaviour	spontaneous, delayed	not spontaneously by countersteering
Asymmetric collapse	2	2-3
Turn tendency	180 - 360 degrees	180 - 360 degrees
Change of course	180 - 360 degrees	180 - 360 degrees
Rate of turn	average	high
Max. roll/pitch angle	greater than 45 degrees	greater than 45 degrees
Loss of altitude	average	high
Stabilization	spontaneous	spontaneous
Opening behaviour	spontaneous	spontaneous
Countersteering an asymmetric collapse	2	2
Stabilization	countersteering demanding	countersteering demanding
Control travel	slight	slight
Control pressure increase	slight	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	2
Spin out of straight flight	1-2	2
Spin out of turn	1-2	2
Spiral dive	2	2
Entry	average	average
Spin tendency	average	average
Exit	turn continues through 180 - 360 degrees	turn continues through 180 - 360 degrees
Sink rate after 720 °[m/s]	12	12
B-line stall	1-2	1-2
Entry	easy	easy

	Exit spontaneous	spontaneous
Big ears	2	1-2
	Entry easy	easy
	Recovery not spontaneously	not spontaneously
Landing	2	2
	Landing behaviour average	average
Front collapse (accelerated)	2	2-3
	Pre-acceleration slight	slight
	Opening behaviour spontaneous, delayed	not spontaneously by countersteering
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	spontaneous
Big ears accelerated	2	1-2
	Entry easy	easy
	Recovery not spontaneously	not spontaneously

Supplementary remarks