MAC PARA PASHA 7 39		
Type designation	MAC PARA Pasha 7 39	
Type test reference no		
Holder of certification		
	MAC Para Technology	
Classification	В	
Winch towing	Yes	
Number of seats min / max	1/2	
Accelerator		
Trimmers	Yes	
	BEHAVIOUR AT MIN WEIGHT IN	BEHAVIOUR AT MAX WEIGHT
Test pilots	FLIGHT (120KG) Mario Eder	IN FLIGHT (190KG) Harald Buntz
	No release	No release
Inflation/take-off	A	A
	i	±
Rising behaviour Special take off technique required	Smooth, easy and constant rising No	Smooth, easy and constant rising No
Landing.	A	A
	i	<u> </u>
Special landing technique required	No	No
Speeds in straight flight	A	Α
Trim speed more than 30 km/h	V	Yes
	Yes	163
Speed range using the controls larger than 10 km/h		Yes
Speed range using the controls larger than 10 km/h		
Speed range using the controls larger than 10 km/h	Yes	Yes
Speed range using the controls larger than 10 km/h	Yes	Yes
Speed range using the controls larger than 10 km/h Minimum speed	Yes Less than 25 km/h	Yes Less than 25 km/h
Speed range using the controls larger than 10 km/h Minimum speed Control movement	Yes Less than 25 km/h A Increasing	Yes Less than 25 km/h
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure	Yes Less than 25 km/h A Increasing	Yes Less than 25 km/h A Increasing
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel	Yes Less than 25 km/h A Increasing	Yes Less than 25 km/h A Increasing
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight	Yes Less than 25 km/h A Increasing Greater than 65 cm	Yes Less than 25 km/h A Increasing
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel	Yes Less than 25 km/h A Increasing Greater than 65 cm	Yes Less than 25 km/h A Increasing
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an accelerated out because the glider is not equipped with an accelerated out because the glider is not equipped with an accelerated out because the glider is not equipped with an accelerated flight.	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator	Yes Less than 25 km/h A Increasing
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an experiment of the stability operating controls during accelerated.	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight	Yes Less than 25 km/h A Increasing
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an accelerated out because the glider is not equipped with an accelerated out because the glider is not equipped with an accelerated out because the glider is not equipped with an accelerated flight.	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight	Yes Less than 25 km/h A Increasing
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an accelerated out because the glider i	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight	Yes Less than 25 km/h A Increasing Greater than 65 cm
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an accelerated out because the glider i	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight	Yes Less than 25 km/h A Increasing
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an applicability operating controls during accelerated out because the glider is not equipped with an applicability operating controls during accelerated out because the glider is not equipped with an applicability operating controls during accelerated out because the glider is not equipped with an applicability operating controls during accelerated out because the glider is not equipped with an applicability operating controls during accelerated out because the glider is not equipped with an applicability operating controls during accelerated flight.	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight accelerator	Yes Less than 25 km/h A Increasing Greater than 65 cm
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an experiment of the pitch stability operating controls during accelerated out because the glider is not equipped with an experiment of the pitch stability operating controls during accelerated out because the glider is not equipped with an experiment of the pitch stability and damping	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight accelerator	Yes Less than 25 km/h A Increasing Greater than 65 cm
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an experiment of the pitch stability operating controls during acceled to the carried out because the glider is not equipped with an experiment of the pitch stability operating controls during acceled the pitch stability operating controls during acceled to the cause the glider is not equipped with an experiment of the pitch stability and damping. Oscillations	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight accelerator	Yes Less than 25 km/h A Increasing Greater than 65 cm
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an experiment of the pitch stability operating controls during accelerated out because the glider is not equipped with an experiment of the pitch stability operating controls during accelerated out because the glider is not equipped with an experiment of the pitch stability and damping. Oscillations	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight accelerator A Reducing	Yes Less than 25 km/h A Increasing Greater than 65 cm
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an experimental price of the pitch stability operating controls during accele. Not carried out because the glider is not equipped with an experimental price of the pitch stability and damping Oscillations Stability in gentle spirals Tendency to return to straight flight	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight accelerator A Reducing A Spontaneous exit	Yes Less than 25 km/h A Increasing Greater than 65 cm A Reducing A Spontaneous exit
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Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an experiment of the pitch stability operating controls during accele. Not carried out because the glider is not equipped with an experiment of the pitch stability and damping Oscillations Stability in gentle spirals Tendency to return to straight flight Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) Tendency to return to straight flight Turn angle to recover normal flight Symmetric front collapse Entry	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight accelerator A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous recovery	A Increasing Greater than 65 cm A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing rate of turn decreasing) Less than 720°, spontaneous recover
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an accele. Not carried out because the glider is not equipped with an accele. Not carried out because the glider is not equipped with an accele. Not carried out because the glider is not equipped with an accele. Stability and damping Oscillations Stability in gentle spirals Tendency to return to straight flight Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) Tendency to return to straight flight Turn angle to recover normal flight Symmetric front collapse Entry	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous recovery A Rocking back less than 45° Spontaneous in less than 3 s	Yes Less than 25 km/h A Increasing Greater than 65 cm A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing rate of turn decreasing) Less than 720°, spontaneous recover
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Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an accelerated out because the glider is not equipped with an accelerated out because the glider is not equipped with an accelerated out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because of glider is not equipped with an accelerate out because of glider is not equipped with an accelerate out because of glider is not equipped with an accelerate out because of glider is not equipped with an accelerate out because of glider is not equipped with an accelerate out because of glider is not equipped with an accelerate out because of glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate out because the glider is not equipped with an accelerate o	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight accelerator A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous recovery A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° Entering a turn of less than 90° No no	Yes Less than 25 km/h A Increasing Greater than 65 cm A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing rate of turn decreasing) Less than 720°, spontaneous recover A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° Keeping course No no
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an accele Not carried out because the glider is not equipped with an accele Not carried out because the glider is not equipped with an accele Not carried out because the glider is not equipped with an accele stability and damping Oscillations Stability in gentle spirals Tendency to return to straight flight Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) Tendency to return to straight flight Turn angle to recover normal flight Symmetric front collapse Entry Recovery Dive forward angle on exit Change of course Cascade occurs Folding lines used Unaccelerated collapse (at least 50 % chord)	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight accelerator A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous recovery A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° Entering a turn of less than 90° No no	A Increasing Greater than 65 cm A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing rate of turn decreasing) Less than 720°, spontaneous recover A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° Keeping course No no
Speed range using the controls larger than 10 km/h Minimum speed Control movement Symmetric control pressure Symmetric control pressure Symmetric control travel Pitch stability exiting accelerated flight Not carried out because the glider is not equipped with an accele Not carried out because the glider is not equipped with an accele Not carried out because the glider is not equipped with an accele Not carried out because the glider is not equipped with an accele stability and damping Oscillations Stability in gentle spirals Tendency to return to straight flight Behaviour exiting a fully developed spiral dive Initial response of glider (first 180°) Tendency to return to straight flight Turn angle to recover normal flight Symmetric front collapse Entry Recovery Dive forward angle on exit Change of course Cascade occurs Folding lines used Unaccelerated collapse (at least 50 % chord)	Yes Less than 25 km/h A Increasing Greater than 65 cm accelerator rated flight accelerator A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing, rate of turn decreasing) Less than 720°, spontaneous recovery A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° Entering a turn of less than 90° No no	Yes Less than 25 km/h A Increasing Greater than 65 cm A Reducing A Spontaneous exit A Immediate reduction of rate of turn Spontaneous exit (g force decreasing rate of turn decreasing) Less than 720°, spontaneous recover A Rocking back less than 45° Spontaneous in less than 3 s Dive forward 0° to 30° Keeping course No no

Dive forward angle on exit		Dive forward 0° to 30°
	Entering a turn of less than 90°	Keeping course
Cascade occurs		No
Folding lines used	110	no
Accelerated collapse (at least 50 % chord)		
Not carried out because the glider is not equipped with an	accelerator	
Exiting deep stall (parachutal stall)	A	A
Deep stall achieved	Yes	Yes
· ·	Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on exit	Dive forward 0° to 30°	Dive forward 0° to 30°
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	A	Α
Dive forward angle on exit	i	Dive forward 0° to 30°
	No collapse	No collapse
Cascade occurs (other than collapses)		No
	Less than 45°	Less than 45°
	Most lines tight	Most lines tight
Small asymmetric callance	A	A
Small asymmetric collapse	;A	¡A
Change of course until re-inflation		Less than 90°
Maximum dive forward or roll angle	-	Dive or roll angle 0° to 15°
	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course		Less than 360°
	No (or only a small number of collapsed cells with a spontaneous re inflation)	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs Cascade occurs		No No
Folding lines used		no
rotating times used	110	110
<u>Large asymmetric collapse</u>	В	В
Change of course until re-inflation	90° to 180°	90° to 180°
Maximum dive forward or roll angle		Dive or roll angle 15° to 45°
	Spontaneous re-inflation	Spontaneous re-inflation
Total change of course		Less than 360°
Collapse on the opposite side occurs	No (or only a small number of collapsed cells with a spontaneous re inflation)	No (or only a small number of collapsed cells with a spontaneous re inflation)
Twist occurs		No
Cascade occurs		No
Folding lines used	no	no
Small asymmetric collapse accelerated		
Not carried out because the glider is not equipped with an	accelerator	
Large asymmetric collapse accelerated		
Not carried out because the glider is not equipped with an		
	accelerator	
Not carried out because the glider is not equipped with an	accelerator	
Directional control with a maintained asymmetric collapse	accelerator A	A
Directional control with a maintained	A	Yes
Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in	Yes Yes	<u>i</u>
Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or	Yes Yes	Yes
Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin	Yes Yes More than 50 % of the symmetric control travel	Yes Yes More than 50 % of the symmetric control travel
Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or	Yes Yes More than 50 % of the symmetric control	Yes Yes More than 50 % of the symmetric
Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin	Yes Yes More than 50 % of the symmetric control travel	Yes Yes More than 50 % of the symmetric control travel
Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin Trim speed spin tendency Spin occurs	Yes Yes More than 50 % of the symmetric control travel	Yes Yes More than 50 % of the symmetric control travel
Directional control with a maintained asymmetric collapse Able to keep course 180° turn away from the collapsed side possible in 10 s Amount of control range between turn and stall or spin	Yes Yes More than 50 % of the symmetric control travel A No	Yes Yes More than 50 % of the symmetric control travel

Recovery from a developed spin	A	A
Spin rotation angle after relea	se Stops spinning in less than 90°	Stops spinning in less than 90°
Cascade occu	ırs No	No
B-line stall	A	A
Change of course before relea	se Changing course less than 45°	Changing course less than 45°
Behaviour before relea	se Remains stable with straight span	Remains stable with straight span
Recove	ery Spontaneous in less than 3 s	Spontaneous in less than 3 s
Dive forward angle on e	xit Dive forward 0° to 30°	Dive forward 0° to 30°
Cascade occu	urs No	No
<u>Big ears</u>	В	В
Entry procedu	ıre Standard technique	Standard technique
Behaviour during big ea	ars Stable flight	Stable flight
Recove	ery Spontaneous in 3 s to 5 s	Recovery through pilot action in less than a further 3 s
Dive forward angle on e	xit Dive forward 0° to 30°	Dive forward 0° to 30°

Big ears in accelerated flight

Not carried out because the glider is not equipped with an accelerator

Alternative means of directional control	А
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