Manufacturer		Type testing No.	EAPR-GS-7405/11	
	MAGPARA	Date of testing	08.05.2011	AEAPRI
Model	Magus XC 2 30	Location	Schruns	LBA Musterprüfstelle Gleitschirm - Motorschirm - Fallschirm

EAPR e.V - Marktstr. 11 - D-87730 Bad Grönenbach - Germany

	Minimum take off w	eight	Maximum take off weight			
Testpilot	Hannes Tschofen	-	Anselm Rauh			
Harness	Academy Test Equipment	NEL.	EAPR Testequipment	Anselm Rauh		
Pilot's take off weight	115 kg		135 kg			

Classification

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est-criteria		Minimum take off weight	Evaluation	Maximum take off weight	Evaluation
1. Inflation / take-off - 4.1.1					
Rising behavior		Smooth, easy and constant rising	А	Smooth, easy and constant rising	А
Special take off technique required		No	А	No	А
2. Landing - 4.1.2					
Special landing technique required		No	A	No	A
3. Speeds in straight flight - 4.1.3		•		•	
Trim speed more than 30km/h		Yes	A	Yes	А
Speed range using the controls larger than 10km/h		Yes	А	Yes	А
Minimum speed		Less than 25 km/h	A	25 km/h to 30 km/h	В
4. Control movement - 4.1.4					
Max. weight in flight up to 80kg			-		-
Max. weight in flight 80 to 100kg			-		-
Max. weight in flight greater than 100kg		Increasing 50cm - 65cm	С	Increasing 50cm - 65cm	С
5. Pitch stability exiting accelerated flight - 4.1	.5	•		•	
Dive forward angle on exit		Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs		No	A	No	A
6. Pitch stability operating controls during acc	elerated fl	ight - 4.1.6			
Collapse occurs		No	A	No	A
7. Roll stability and damping - 4.1.7					
Oscillations		Reducing	А	Reducing	A
8. Stability in gentle spirals - 4.1.8		•		•	
Tendency to return to straight flight		Spontaneous exit	A	Spontaneous exit	А
9. Behaviour in a steeply banked turn - 4.1.9					
Sink rate after two turns		12m/s to 14m/s	A	More than 14m/s	В
10. Symmetric front collapse - 4.1.10				•	
Entry	-	Rocking back less than 45°	A	Rocking back less than 45°	А
Recovery	trim speed	Spontaneous in 3 to 5 sec	В	Spontaneous in less than 3 sec	А
Dive forward angle on exit	<u> </u>	0° - 30° Entering a turn of 90° to 180°	С	30° - 60° Entering a turn of less than 90°	В
Cascade occurs	-	No	А	No	А
Entry	g	Rocking back less than 45°	A	Rocking back less than 45°	A
Recovery	accelerated	Spontaneous in 3 to 5 sec	В	Recovery through pilot action in less than a further 3 sec	D
Dive forward angle on exit	acce	0° - 30° Entering a turn of less than 90°		30° - 60° Entering a turn of less than 90°	В
Cascade occurs	10	No	A	No	A

11. Exiting deep stall (parachutal stall) - 4.1.11	1								
Deep stall achieved						Yes			
Recovery	Spontaneous in less than 3 sec			А	Spontaneous in less than 3 sec			A	
			1633 11811 0 360			30° - 60°	1633 11811 3 360		
ive forward angle on exit hange of course		30° - 60° Changing course less than 45°		B	Changing course	e less than 45°		B	
Cascade occurs		No			A	No			A
12. High angle of attack recovery - 4.1.12									
Recovery		Spontaneous in	less than 3 sec		А	Spontaneous in	less than 3 sec		А
Cascade occurs		No			A	No			A
13. Recovery from a developed full stall - 4.1.1	3	NO			A	110			A
Dive forward angle on exit		30° - 60°			В	30° - 60°			В
Collapse		No collapse			Ā	No collapse			A
Cascade occurs (other than collapse) Rocking backward		No Less than 45°			A	No Less than 45°			A
Line tension		Most lines tight			A	Most lines tight			A
14. Asymmetric collapse (trim speed) - 4.1.14									
Change of course until re-inflation	Τ	< 90°	Dive or roll angle	15° - 45°	А	> 360°	Dive or roll angle	15° - 45°	С
Change of course until re-initiation	bse	< 90	Dive of foil angle	15 - 45	A	> 360	Dive of foil angle	15 - 45	C
Re-inflation behavior	eed, colla	Inflates in less th	nan 3 sec from sta	art of pilot action	С	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course	trim speed, max 50% collapse	Less than 360°			A	Greater than 360°			С
Collapse on the opposite side occurs	trir ax 5	No			А	No			А
Twist occurs Cascade occurs	É	No No			A	No No			A
			Dia in 1	450 450			Dist.	450 450	
Change of course until re-inflation	ose	< 90°	Dive or roll angle	15° - 45°	A	> 360°	Dive or roll angle	15° - 45°	С
Re-inflation behavior	trim speed, max 75% collapse	Inflates in 3 sec	to 5 sec from star	t of pilot action	D	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course) spe	Less than 360°			A	Greater than 360			C
Collapse on the opposite side occurs	trim ax 75	No			A	No			A
Twist occurs	ů l	No			A	No			A
Cascade occurs		No	-	-	A	No			A
Change of course until re-inflation	Φ	< 90°	Dive or roll angle	0° - 15°	А	> 360°	Dive or roll angle	15° - 45°	С
	accelerated, max 50% collapse				-				
Re-inflation behavior	erate o col	Inflates in less th	nan 3 sec from sta	art of pilot action	С	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course	50%	Less than 360°			A	Greater than 360)°		C
Collapse on the opposite side occurs Twist occurs	ac Jax	No No			A	No No			A
Cascade occurs		No			A	No			A
Change of course until re-inflation	(h)	< 90°	Dive or roll angle	15° - 45°	А	> 360°	Dive or roll angle	45° - 60°	D
	ab se	<u> </u>							
Re-inflation behavior	accelerated, max 75% collapse	Inflates in less than 3 sec from start of pilot action Less than 360° No No			С	Inflates in less th	nan 3 sec from sta	rt of pilot action	С
Total change of course	cele 75%				А	Greater than 360)°		С
Collapse on the opposite side occurs Twist occurs	ac				A	No No			A
Cascade occurs		No			A	No			A
15. Directional control with a maintained asym	metric col	lapse - 4.1.15							
Able to keep course straight		Yes			A	Yes			А
180° turn away from the collapsed side possible ir	n 10 sec	Yes			А	Yes			А
Amount of control range between turn and stall or spin		More than 50% of the symmetric control travel		A	More than 50% of the symmetric control travel		A		
16. Trim speed spin tendency - 4.1.16							,		
Spin occurs		No			А	No			A
17. Low speed spin tendency - 4.1.17									
Spin occurs		No			А	No			A
18. Recovery from a developed spin - 4.1.18									
Spin rotation angle after release		Stops spinning in less than 90°			А	Stops spinning in	n less than 90°		А
Cascade occurs		No			A	No			A
19. B-line-stall - 4.1.19									
Change of course before release		Changing course	e less than 45°		A	Changing course	e less than 45°		A
Behaviour before release		Remains stable with straight span			A	Remains stable with straight span			A
Recovery		Spontaneous in less than 3 sec			A	Spontaneous in less than 3 sec			A
Dive forward angle on exit		0° - 30°			A	30° - 60°			A
Cascade occurs		No			A	No			A
20. Big ears - 4.1.20					А	Special device re	equired		А
20. Big ears - 4.1.20 Entry procedure		Special device re	equired						A
Entry procedure		Special device re Stable flight	equired						
Entry procedure Behaviour during big ears		Stable flight	equired h pilot action in le	ess than a further	A	Stable flight	3 to 5 sec		R
Entry procedure Behaviour during big ears Recovery		Stable flight Recovery throug 3 sec		ess than a further	A B	Stable flight Spontaneous in	3 to 5 sec		В
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Stable flight Recovery throug		ess than a further	A	Stable flight	3 to 5 sec		B A
Entry procedure Behaviour during big ears Recovery		Stable flight Recovery throug 3 sec		ess than a further	A B	Stable flight Spontaneous in	3 to 5 sec		
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit		Stable flight Recovery throug 3 sec	h pilot action in le	ess than a further	A B	Stable flight Spontaneous in			
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21		Stable flight Recovery throug 3 sec 0° - 30°	h pilot action in le	ess than a further	A B A	Stable flight Spontaneous in 0° bis 30°			A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure		Stable flight Recovery throug 3 sec 0° - 30° Special device re Stable flight Recovery throug	h pilot action in le		A B A A	Stable flight Spontaneous in 0° bis 30° Special device ro Stable flight Recovery throug		ss than a further	A
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears Recovery		Stable flight Recovery throug 3 sec 0° - 30° Special device re Stable flight Recovery throug 3 sec	h pilot action in le		A B A A A B	Stable flight Spontaneous in 0° bis 30° Special device rr Stable flight Recovery throug 3 sec	equired	ss than a further	A A A B
Entry procedure Behaviour during big ears Recovery Dive forward angle on exit 21. Big Ears in accelerated flight - 4.1.21 Entry procedure Behaviour during big ears	ator while	Stable flight Recovery throug 3 sec 0° - 30° Special device re Stable flight Recovery throug	h pilot action in le		A B A A	Stable flight Spontaneous in 0° bis 30° Special device ro Stable flight Recovery throug	equired	ss than a further	A A A

22. Behaviour exiting a steep spiral - 4.1.22				
Tendency to return to straight flight	Spontaneous exit	А	Spontaneous exit	А
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	А	Less than 720°, spontaneous recovery	А
23. Alternative means of directional control - 4	.1.23			
180° turn achievable in 20 sec	Yes	А	Yes	А
Stall or spin occurs	No	A	No	A
24. Any other flight procedure and/or configura	ation described in the user's manual - 4.1.24			
Procedure works as descibed		NA		NA
Procedure suitable for novice pilots		NA		NA
Cascade occurs		NA		NA
25. Remarks of testpilot:				
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