

# Progress<sup>2</sup>



USER MANUAL

Version 1.0 Stand 03.2019

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## **Dear MAC PARA pilot**

We congratulate you on your purchase of a MAC PARA paraglider. Extensive development work and numerous tests make the Progress 2 basic paraglider with maximum possible safety. The Progress 2 offers very easy inflation and simple ground-handling characteristics by take off, excellent handling in flight and easy landing. Please read this manual carefully before you start, this way you will get the most out of your glider. MAC PARA wish you many enjoyable flights with your New Progress 2.

## **Please read this manual carefully and note following details:**

Paragliding is a sport, which demands, besides the optimum equipment, a high degree of attentiveness, good judgement, and theoretical knowledge. Paragliding can be a dangerous sport, which may lead to injury and death. This paraglider meets at the time of delivery requirements of the EN (European Norm) 926 or LTF (German Certificate of Airworthiness). Any alternations to the paraglider will render its certification invalid! The use of this paraglider is solely at the user's own risk! Manufacturer and distributor do not accept any liability. Pilots are responsible for their own safety and their paraglider airworthiness. The paraglider carries no warranty! The author assumes that the pilot is in possession of a valid paragliding licence for glider's category, insurance etc.

Before delivery, as well as during production, each paraglider goes through a strict visual inspection, and is test-flown by your dealer. Stamps on the placard, together with a completed test-flight certificate, confirm this. Check that the paraglider has been test-flown before your first take-off. If it has not, consult your dealer.

Any inadequate use or misuse increases the risks considerably. The Progress 2 must not be used outside the certified weight range. The Progress 2 must not be used during rain or snow-fall. The Progress 2 must not be used in high or gusty winds. The Progress 2 must not be used in cloud and fog. The Progress 2 must not be used by pilots without sufficient knowledge or experience.

If, after carefully reading this handbook, you still have questions, suggestions or criticism regarding this product do not hesitate to contact your dealer or us. We will be glad to help and advice.

**MAC PARA wish you nice flights with your Progress 2.**

Version 1.0 Stand 02.2019

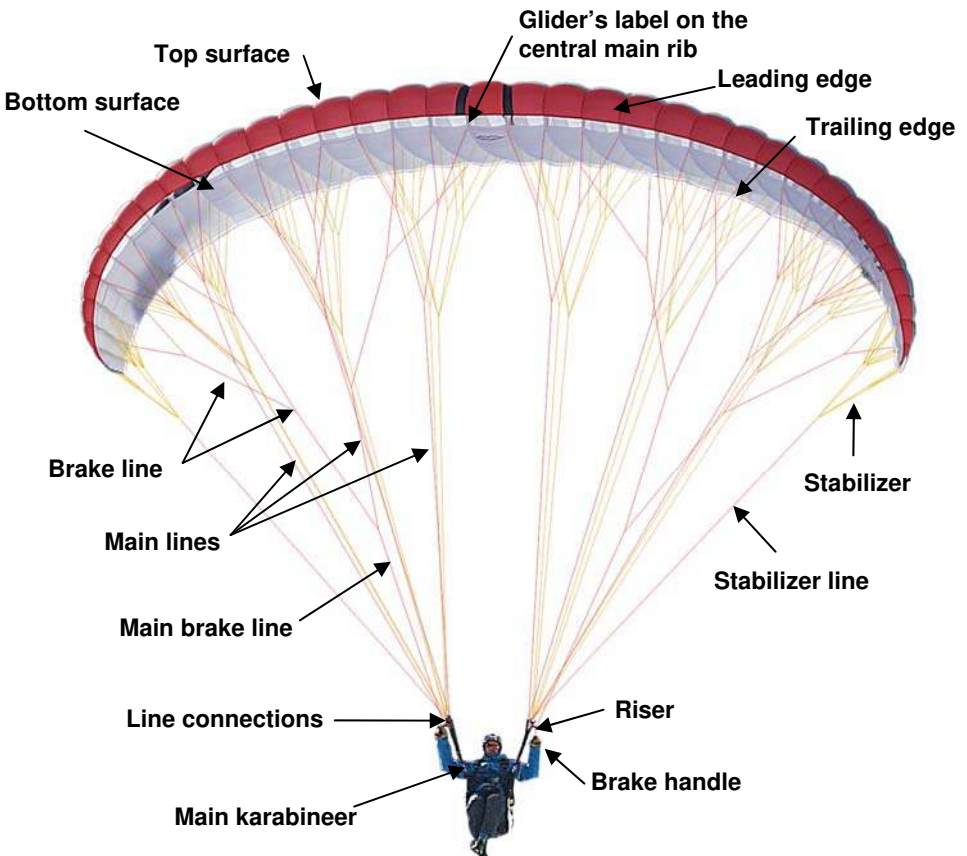


## Operating limits

The Progress 2 is light sport aircraft with an empty weight of less than 120 kg in the category paraglider. The Progress 2 has been tested by DHV certification laboratory to LTF/EN-A category. The Progress 2 is certified for solo flight. The Progress 2 has been load and shock-tested and passed with a load corresponding to 8G of the maximum weight in flight 135 kg. Its flying tests have shown that the glider remains stable and controllable over a wide range of normal and abnormal flight conditions. Nevertheless, turbulence and gusting winds can lead to a partial or complete collapse of the canopy. Therefore never fly in such conditions.

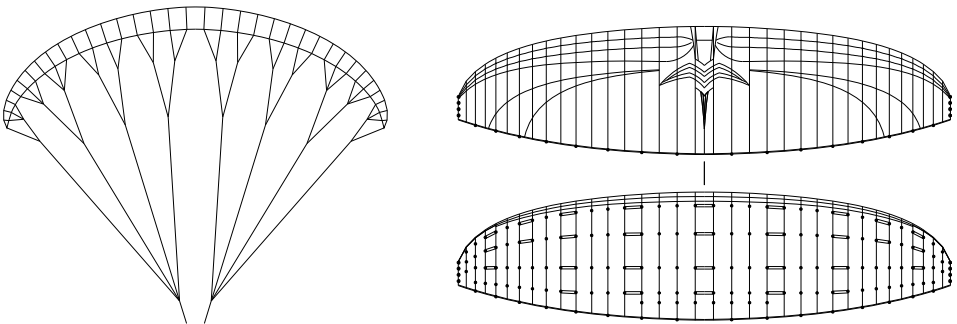
Any changes made to this paraglider invalidate the certificate of airworthiness.

## OVERALL PLAN



## Construction of the canopy:

The canopy of the Progress 2 consists of 35 cells over the wingspan. The wingtips are slightly pulled down and this produces a kind of stabilizer. The Progress 2 is classic double surface paraglider. Every rib is attached to the 4 or 5 suspension lines. This construction ensures a smooth top surface and precise airfoil reproduction. The internal reinforcements maintain the precise form of the canopy and provide stability. The cell openings on the under-surface of the profile's nose provide airflow into the glider. Stretch resistant flares at the suspension points, ensure an even distribution of load throughout the canopy. Plastic rods on the leading edge help to keep airfoils in right shape and this guarantees a high level of stability. Large cross spots allow effective airflow inside the canopy, providing good re-inflation without reducing the profile accuracy. The Progress 2 is made of the proven Nylon fabrics Porcher Sport Rip-stop Skytex 38 and Skytex 40 Hard. Like any synthetic material, this can deteriorate through excessive exposure to UV.



## Rigging system:

The galery lines and main lines of the Progress 2 are made of proven strong and stretch resistant sheathed Edelrid Aramid/Kevlar lines. Brake lines are made from sheathed Edelrid Dynema lines. The entire rigging system comprises individual suspension lines looped and stitched at each end. The cascade lines and main lines have strengths from 75 kg up to 240 kg.

The suspension lines are comprised of “cascaded top lines” (attached to the under-surface), and “main lines”. Main lines lead to the risers and are originally connected by loops. The “stabilizer lines” leads to the B strap. The “brake lines” are not load carrying suspension lines. They lead from the trailing edge of the canopy to the main brake lines and run through the pulleys on the C-risers to the brake handles.



A mark on the main brake line indicates the position of the brake handle. This adjustment, on the one hand, allows sufficient brake to be applied during extreme flying situations and when landing, while on the other hand, this ensures that brakes are not permanently applied to the canopy (especially when fully accelerated). This trimming should not be altered. For differentiation purposes the main A-lines are colored red, the main brake lines are orange, all remaining main lines are yellow. Also the main suspension loop, on the bottom of the riser, is covered red. This is where the main karabiner should be hooked in, which then in turn connects the risers to the harness. The Progress 2 is equipped with 4 risers per side (A, A1, B, C). The two central A-lines per side are attached to the main A-risers while outermost A main lines are attached to A1 risers. The 3 B-main lines and the stabilizer lines are attached to the B-riser. The 3 C-main lines to the C-riser. The main brake lines leads through the pulleys on the C riser.

## **Speed system:**

The Progress 2 is equipped with a stirrup operated speed-system, which returns automatically to normal position when the stirrup is released. The serial risers of the Progress 2 do not have a lockable trimmer.

The speed system affects the A- and B- risers and changes the angle of attack. In normal flight all risers have an overall length of 49,5 cm. When the stirrup is pushed out the A-risers are shortened by up to a maximum of 11,5 cm, the B-risers by up to a max. of 8,5 cm, the C-risers retain their original length. These measurements influence the certification! An incorrectly fitted speed system causes loss of certification!

## **Fitting the speed-system:**

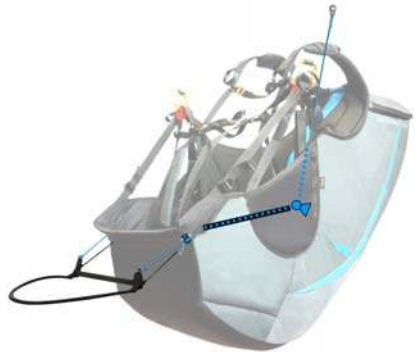
Most modern harnesses have pulleys attached for speed system fitting. In case not, it is important to attach pulleys (sewn on tabs) in such a way that they allows the pilot to maximize the power vector of his / her legs without "pushing back" in the harness.

The Progress 2 speed system, including Brummel-hooks supplied, must be assembled as per instructions. The speed system cord is firmly attached (use bowline or other nonslip knot) to the foot stirrup (webbing or alloy bar). The other end of the cord is run through a pulley on the harness and then in an upward direction to be then firmly attached to the Brummel-hooks! The length of the cord leading to the stirrup should be adjusted so that it is easy to put your feet into the stirrup in flight but still short enough to allow full speed system travel. (Use of 2 stirrups in a ladder fashion can enable you to reach the full range if your legs are not long enough.) Ensure both cords on the stirrup are of equal length, to avoid putting a turn in the glider.

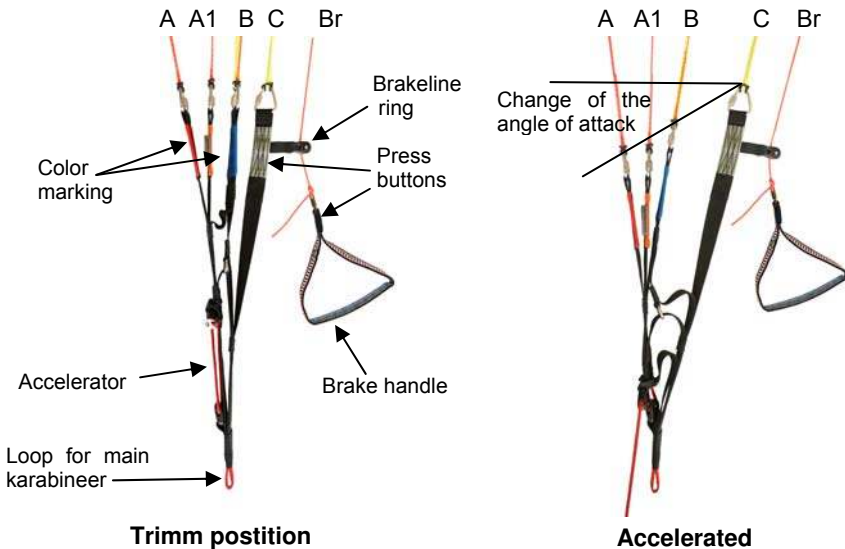


Test your speed system for the correct length of cord on the ground first (simulating flying position), with your harness and risers, before flying with it! The full range is reached when the 2 pulleys join together.

Before launch, attach the paraglider's risers to the harness with the main karabiners. Then attach the "Brummel-hook" on the end of each speed system cord to the Brummel hook on the end of the cord which runs through the 2 pulleys on the A risers. Ensure that the speed system is untangled and operates freely before flying!



## Riser



Slower

Faster

## Tissue

(PORCHER SPORT, Rue du Ruisseau B.P. 710,38290 ST. QUENTIN FALLAVIER, FRANCE)

Top Sail - Leading Edge - SKYTEX 38 E25A - 100% nylon 6.6 , 33 Dtex, 38 g/m<sup>2</sup>

Top Sail - Trailing Edge - SKYTEX 38 E25A - 100% nylon 6.6 , 33 Dtex, 38 g/m<sup>2</sup>

Bottom Sail - SKYTEX 38 E25A - 100% nylon 6.6 , 33 Dtex, 38 g/m<sup>2</sup>

Ribs - SKYTEX 40 E29A - 100% nylon 6.6 , 33 Dtex, 40 g/m<sup>2</sup>

Reinforcement main ribs - Skytex Repair, W382 Polyester 180 g/m<sup>2</sup>

## Lines

(EDELMAN+RIDDER+CO. Achener Weg 66, D-88316 ISNY IM ALLGEAU, GERMANY)

Top galery lines - Aramid/Polyester A-7343-075, Breaking Load 75 kg

Top galery lines - Aramid/Polyester A-6843-080, Breaking Load 80 kg

Wing tip, middle galery lines - Aramid/Polyester A-7343-140, Breaking Load 140 kg

Main lines C1- Aramid/Polyester A-7343-230, Breaking Load 230 kg

Main lines A1, A2, A3, B1, B2, B3, C2, C3 - Aramid/Polyester A-6843-240, Breaking Load 240 kg

Brake lines - Dynema/Polyester A-7850-100, Breaking Load 100 kg

Brake lines - Dynema/Polyester A-7850-130, Breaking Load 130 kg

Brake lines - Dynema/Polyester A-7850-240, Breaking Load 240 kg

## Attachment straps

(STUHA a.s., DOBRUSKA, Opočenská 442, 518 01 Dobruška CZECH REPUBLIC)

STAP-POLYESTERBRIDLE 13 mm, Breaking Load 70 kg

## Risers

(MOUKA TISNOV, Korab 133, 66601 Tišnov, CZECH REPUBLIC)

Polyester 366040025, 25 mm Breaking Load 800 kg

## Thread

(AMANN SPONIT ltd, Dobronická 635, 148 25 PRAHA 4, CZECH REPUBLIC)

SYNTON 60, Riser-SYNTON 20

## Rapid links

(ELAIR SERVIS, Axmanova 3913/9,767 01 KROMERIZ, CZECH REPUBLIC)

NIRO TRIANGLE 200 - Max. Load 200 kg

## Rigifoils

(MERKUR SLOVAKIA s.r.o., Kamenné pole 4554/6,031 01 Liptovský Mikuláš, SLOVAKIA)

Rigifoils - Nylon 2,0 mm , 3,0 mm



## TECHNICAL SPECIFICATIONS

Certification EN - A Size		Progress 2 23 (XS)	Progress 2 25 (S)	Progress 2 27 (M)	Progress 2 30 (L)	Progress 2 33 (XL)
Zoom flat	[%]	92	96	100	104	111
Area flat	[m <sup>2</sup> ]	23,14	25,20	27,34	29,86	33,69
Area projected	[m <sup>2</sup> ]	20,70	22,54	24,46	26,71	30,14
Span flat	[m]	10,41	10,86	11,31	11,82	12,55
Aspect ratio flat	-	4,68	4,68	4,68	4,68	4,68
Root cord	[m]	2,74	2,86	2,98	3,11	3,31
Cells	-	35	35	35	35	35
Weight	[kg]	4,1	4,3	4,5	4,75	5,05
Weight range*	[kg]	55-75	67-90	77-100	90-115	105-135
Weight range*	[lbs]	121 - 165	148 - 198	170 - 221	198 - 254	232 - 298
Min.speed	[km/h]	23-25	23-25	23-25	23-25	23-25
Max.speed	[km/h]	36-38	36-38	36-38	36-38	36-38
Top speed (accelerator)	[km/h]	45-47	45-47	45-47	45-47	45-47
Glide ratio	-	8,5	8,5	8,5	8,5	8,5
Min. Sink rate	[m/s]	1,1	1,1	1,1	1,1	1,1

\* pilot light equipped = weight naked + cca. 20 Kg (44 lbs)

## HARNESS

The Progress 2 is certified with GH type certified ABS harnesses. Nearly all harnesses available on the market are „GH“ type. These harnesses have the distance between the seat plate and carabineers 42-48 cm depending on the size of the harness . Please note: the hang point position changes the position of the brakes relative to the pilot's body.

The distance between carabineers (adjustable on chest strap ) is 46 cm for the glider. Differences of more than 5cm change the basic characteristics of the glider and are potentially dangerous.

Nearly all on the market ABS harnesses are " GH " harnesses and suitable for the Progress 2. These "GH"harnesses are different to "GX" harnesses, which have a lower attachment point for the main karabiners and effective cross bracing. The Progress 2 was not tested with harnesses with an effective cross bracing system.

MAC PARA recommends very comfortable X-Dreamer harness for flying the Progress 2.

## CHECK ON A NEW PARAGLIDER

Before delivery, as well as during production, each paraglider goes through a strict visual inspection. Additionally we recommend that you to check your new glider in accordance with the following points. We recommend that you make this check after flying extreme manoeuvres or after tree landings or similar.

- Inspection of the canopy for tears or damage, especially the seams which join the ribs to the upper and lower surfaces, but also the area of the attachment tapes and brake-line connections.
- Inspection of the lines for damage to the stitches. The line lengths must be checked after 50 hours flying time and whenever the flight behaviour of the glider changes.
- Inspection of attachment tapes for damage to the stitches. It is also important to check the attachment tapes and brake-lines for tangles.
- Inspection of the risers for faultless condition. Rapid links must be secured.

With even slight damage the glider loses its airworthiness!

## ADJUSTING BRAKE LINES

The brake lines lead from the trailing edge of the canopy to the main brake lines which then run through pulleys on the C-risers to the brake handles. A mark on the main brake line indicates the position of the brake handle. The glider is delivered with a standard set-up and its speed can reach 36-39 km/h depending on the weight of the pilot. The brake-lines should always be adjusted so that the first brake-lines just come under tension when the brake handles have been pulled 5-10 cm. The test results relate to this brake-line adjustment. This adjustment, on the one hand, allows sufficient brake to be applied during extreme flying situations and when landing, while on the other hand, it ensures that the canopy is not permanently braked (especially when fully accelerated). This trim should not be altered. In extreme situations any other settings may lead to the glider reacting differently to versions which have been tested.

NOTE!! If in doubt about the brake-line adjustment, it is preferable to leave them too long, as any necessary shortening can easily be achieved by wrapping them round your hand.

The length of the control lines measured from the first cascade line and the available brake travel before stalling the wing depends on the size and loading. See below.

<b>Progress 2</b> (size)	23 (XS)	25 (S)	27 (M)	30 (L)	33 (XL)
Brake line length	230 cm	238 cm	250 cm	260 cm	280 cm
Brake range by max. weight	65 cm	70 cm	75 cm	80 cm	85 cm

(The publication of the brake travel is claimed by the EN 926.)

The following information must not under any circumstances be taken as a manual for practising paragliding. We would like to advise you of the Progress 2's features and important information for your flying and security.

### Preparing for take off:

As for any aircraft a thorough pre-flight check must be made prior to each flight on the Progress 2! Before every launch check lines, risers and canopy for damage! Do not launch with even the slightest damage!

Also check the maillons connecting the lines and the risers. They have to be closed tight. Put on the harness with maximum care and check the handle of the safety system and that all the flaps of the outer container are fastened securely and correctly. The main karabiner must also be checked carefully. Replace it if any damage is visible, or generally after 300 flying hours. Finally connect the risers to your harness with the main karabiners.

Check carefully that they are properly closed. **Attention! Never fly with an open main karabiner! Do not take off if you find any damage on your equipment!**

Having unpacked and laid out the paraglider in a slight horseshoe pattern the following checks must be made:

### Checklist:

Preparing the wing:

- canopy without any damage
- risers without damage
- main lines connected tight to the risers
- stitching of the main lines near the risers is o.k.
- all main lines run free from the riser to the canopy, brake lines are free

Putting on the harness:

- rescue handle and deployment pins secure
- buckles (leg-, front riser) closed
- main karabiners

Before takeoff:

- speed-system mounted and connected properly
- risers not twisted
- brake handle in hands, brake lines free
- pilot's position relative to the wing (centred: all lines same tension)
- wind direction
- obstacles on the ground
- free airspace



When laying out the glider, the wind direction should be observed. The canopy should be deployed into the wind so both halves of it are loaded symmetrically. The paraglider should be arranged in a semicircle against the wind. This ensures that the A-lines in the centre section of the canopy will tension before the ones at the wing tips. Thus the canopy inflates evenly and an easy launch in the desired direction is guaranteed.

All lines and risers should be carefully untangled and arranged in a way that they do not catch on anything. It is equally important to untangle the brake lines so that they are clear and can not catch on any thing during launch. The brake lines should run freely through the pulleys to the trailing edge of the canopy.

Make sure the risers are not twisted; this can prevent the brake lines from running freely through their pulleys. It is often impossible to untangle lines during flight.

It is important that no lines are looped around the canopy. Also called a “line-over”, this may have disastrous consequences during take off. Finally connect the risers with your harness by using the main karabiners. Check carefully that they are closed properly.

## Launch

The Progress 2 is very easy to launch. This is possible in almost all wind conditions except strong headwinds. Before take off recheck the canopy, the direction of the wind and the air space around you! When the pilot is ready to take off he/she holds all A-risers and the brake handles in each hand. To facilitate differentiation between the risers, the A-lines, including the sleeves on the A-risers, are coloured red. Before take-off, place yourself centrally at the gliders axis. Let the B- and C-risers fall into the crook of your arm and hold the A risers with arms outstretched behind you. Pull up the canopy dynamically using the A-risers. (The stronger the headwind the less run-up you need to pull the canopy up). After the initial effort of inflation, keep applying forward pressure on the A-risers (pushing them forward, not pulling down) until the pressure on the A risers eases. The canopy should now be directly over the pilot's head. As soon as the glider is above you, stop pulling on the A-risers. A good progressive run ensures your Progress 2 will inflate and come up equally and quickly. Should the canopy surge forward, control it by braking gently. Now do a visual check upwards, to ensure the canopy is completely open (otherwise, abort the take-off). Only then is the final decision to continue the launch taken! If anything is not completely safe the launch should be aborted!

Now accelerate continuously until you lift off. It is easier to take-off in a light headwind if after reaching minimum flying speed you apply the brakes slightly. After the take-off, gently release the brakes again.

The paraglider should be braked gently to stabilize the glider and possibly correct for drift. Moving the pilot's body to the centre of the glider is the best method of correction, if there is sufficient room.

**WARNING!!** Do not use the forward launch in very strong winds. Make sure you don't pull the risers too much towards yourself or downwards as this can result in a frontal collapse, or in an asymmetric take-off.



The Progress 2 is easy to reverse launch. When doing a reverse launch or when launching in strong winds the paraglider can possibly surge forward more quickly or lift off sooner than desired. To avoid this, walk uphill following the canopy during inflation. As this launch technique can be difficult and turning the wrong way can result in the pilot taking off with twisted risers. It is recommended to practice the reverse launch on a training hill or slight slope first. When deflating the canopy in strong winds, or aborting a launch, use the C- risers, not the brakes. Using the brakes in strong wind will cause more lift, lifting the pilot up and dragging him/her much further back.

If you let the brake handles go out of your hands during take-off, take care that the brake line is not twisted around the brake pulley!

## Flight

The glider is delivered with a standard set-up and its speed can reach 36-38 km/h depending on the weight of the pilot. Always fly with sufficient clearance from the terrain. The Progress 2 glides best with open brakes, descends best with lightly applied brakes. In turbulence fly with brakes lightly applied (10-15 cm) to avoid canopy collapse. If the canopy pendulums forward, this should be corrected by prompt braking. A pendulum movement of the canopy backwards is corrected by loosening the brakes in good time.

In a calm air the Progress 2 can reach its minimum speed (depending on the wing loading) by application of 65 cm of the brake range.

## Accelerated Flight:

When flying with the speed system applied the angle of attack is lower and the canopy can collapse more easily than in normal (trim) flight. The faster the canopy is flown the more dynamic the collapses and stalls will be and the more skill will be required for quick recoveries. Therefore do not use speed system in turbulent conditions, close to the ground or near other airspace users. Always fly with sufficient clearance from the terrain and always keep the brake handles in your hands!

To use the speed system, simply place your feet on the stirrup and push forward in a horizontal plane. If a loss of back pressure of the stirrup on your legs is noticed, this is a warning that the canopy is probably about to collapse. Release the stirrup and thus the speed system immediately. With this feeling you may actually prevent most collapses from happening while using the speed system. If a collapse should still occur, release the speed system immediately and correct the collapse as described below.

Attention: Do not apply brakes when fully accelerated! Braking increases lift near the trailing edge. The main lift point moves backwards. Due to this the wing can lose stability for a short time.!



## Steering - turns:

The Progress 2 is a very responsive paraglider and reacts very directly and instantly to any steering input. Weight shift input quickens turns and ensures minimal height loss. Any weight shift has a greater effect the more loosely the chest-strap is fastened. A combined technique of weight shift and pulling on the inside brake line is the most efficient turning method, whereby the radius of the turn is determined by the amount of inside brake pulled and weight shift. A stalling wing tip announces itself by a gentle surge backwards of the wingtip. If this occurs you will need to release the brakes immediately.

In case it is impossible to control the Progress 2 with the brake lines the C-risers may be used to steer and land the canopy. Attention! Pulling brake too fast or too hard can result in the canopy entering a negative spin.

## Active Flying (Thermaling and Soaring):

In turbulent conditions the glider should be flown actively with brakes lightly applied to avoid canopy collapse. This improves stability by increasing the angle of attack of the canopy. The canopy should not rock back or surge forward much but should remain above the pilot. In turbulent flight, if the canopy pendulums forward, this should be corrected by prompt braking. A pendulum movement of the canopy backwards is corrected by releasing the brakes in good time. This is part of basic active flying.

## Approach and Landing:

To avoid excessively demanding situations on the approach to landing, it is important to initiate the process at an adequate altitude. This leaves you enough time to observe and appropriately deal with wind direction and any other aircraft in your vicinity.

The Progress 2 is easy to land. The final leg of the landing approach must be into the wind. During this final glide the paraglider should be decelerated slowly and at approximately one meter above the ground, according to conditions, the pilot should flare the canopy. The glider may climb again, gaining height, if too much brake is used too early. Strong wind landings require correspondingly less brake. Do not apply full brake before the pilot is safely on the ground. The final glide during the landing approach should be straight and not marked by steep or alternating turns as these can result in a dangerous pendulum effect near the ground.

Attention! Do not allow the canopy to fall onto the leading edge with energy. This can destroy the material and affects the life of the ribs at the leading edge!

The Progress 2 is certified for towing. The Progress 2 has no out of the ordinary towing characteristics, although a relatively low angle of attack and thus low tow tension should be maintained during launch and the initial part of the tow. The Progress 2 has no tendencies towards deep stall/parachuting. Therefore we allow tow-launched flights with a similar technique to that described above. There is sufficient margin to counter-steer the glider in a normal towing situation. Make sure you use proper equipment, experienced personnel and all relevant safety precautions for towing.

**WARNING!!** Please always ensure that the brake lines are adjusted to the lengths recommended here. Setting them shorter could lead to a tendency to stall during towed flight. Apart from this, there are no special procedures.

## MOTORISED FLIGHT

Note!! Although, motorized flight can be a great success due to the gliders very easy take-off characteristics, stability and good handling, always use a certified combination of engine - harness and glider. If in doubt check with your federation. Contact the manufacturer or importer for the current legality of motorized flight.

**WARNING!! The Progress 2 is not suitable for jumps from aircraft.**

**WARNING!! The Progress 2 is not designed to be used for aerobatics.**

## EXTREME FLYING MANOEUVRES

This section describes flying conditions which can be deliberately induced, or which can develop unintentionally due to turbulence or pilot error. Any pilot who flies through turbulence is sure to be faced with these special flight conditions at some point. So take a good look at these flight manoeuvres or prepare for them by SIV (safety training over water). Mastering these flying conditions significantly improves your active flight safety. Sufficient height, as well as carrying a reserve parachute, is imperative.

**WARNING!!** All the critical flight conditions described here require a thorough knowledge; otherwise carrying them out may be very dangerous. Sufficient height above the ground is imperative. Bear in mind that all deformations of the canopy can increase the sink rate by 2 - 10 m/sec, depending on the degree of deformation. Carrying out these manoeuvres wrongly may lead to a crash.

Remember this is a glider with unspectacular reactions to disturbances in the air. Whenever in doubt, raise the brakes and let the glider fly. The glider has a high internal pressure, resistance to tucking and very high degree of passive safety. It is recommended that at this stage you already practise an active flying style. The key to active piloting is keeping the glider above your head at all times. We recommend in principle that you hold the brake handle in your hand whenever possible, or fly with your hands through the brake handles, to allow you to react immediately to any possible disturbances. **WARNING!!** If you fly with your hands through the brake handles, you may lose valuable time in activating the rescue system.



## Asymmetric collapse:

A negative angle of attack can cause all or a part of the leading-edge of the glider to collapse (e.g. in turbulent air). Basically the Progress 2 will re-open spontaneously from closures of up to 70% with a change of direction of up to 90°. The time this takes, and the associated height loss, can however be noticeably reduced by appropriate action by the pilot. Apply opposite brake on the inflated side, the outside of the curve, to stop the turning movement of the canopy. This should be accompanied by appropriate weight-shift. If you react immediately, 30% brake on the open side should suffice to hold the canopy on a straight course. In the event of a big collapse, this braking should be applied very carefully to avoid stalling the remaining inflated wing. The pilot's correction for direction can be aided by a pumping out the deflation; a slow, long pumping action of the brake of the deflated side of the wing helps the canopy to re-inflate. If the glider does not self recover and the pilot does not correct the canopy can enter a stable spiral dive!

## “Cravat” / Line-over:

In the event of some lines becoming tangled during flight (caused by whatever), the following action is recommended: The pilot stabilizes the glider by gently applying the brakes. Please be aware that in this condition the brake pressure can be higher and the brake travel shorter.

Without pilot input a line-over will result in a stable spiral dive.

Here are the various options to untangle a line-over:

- pumping the collapsed side.
- pulling the stabilizer line or lines causing the problem.
- should both measures fail, it may be possible to untangle the line-over by inducing a full stall. This manoeuvre, however, should only be carried out by advanced pilots with experience in extreme flight situations and with sufficient altitude available.

Attention! If these manoeuvres fail or if in any doubt, the pilot should instantly use their emergency parachute system!





## Front Tuck:

A front tuck can be induced by strongly pulling the A-risers or by sudden, heavy turbulence. The entire leading edge spontaneously collapses. Gentle braking on both sides will reduce the lateral pendulum motions and simultaneously accelerate re-inflation.

The Progress 2 generally self recovers from an initiated front tuck. When having a very large front tuck, a frontal rosette can happen (the wingtips move forwards: shaping a horseshoe). Gentle braking can avoid this deformation.

A quick recognition of the situation and a quick reaction by braking on both sides as long as the collapsed wing is behind the pilot helps the recovery and limits the altitude loss.

## Parachutal stall (deep stall):

In a parachutal stall the paraglider has no forward momentum combined with a high descent rate. A parachutal stall can be caused by, among other reasons, a too slow exit from a B-line stall or severe turbulence. Porous canopies (UV influence) or canopies out of trim (stretched or shrunken lines) are much more susceptible to a parachutal stall and therefore should not be flown. These are some of the reasons regular checks should be carried out on your glider. A wet canopy or temperatures below zero centigrade (0°C) may also cause a stable parachutal stall. The Progress 2 will usually spontaneously recover from a parachutal stall within 2-3 seconds. If the canopy remains in a parachutal stall, it is sufficient to gently push both A risers forward or to push the accelerator.

Attention! If brakes are applied while in a parachutal stall, the glider may suddenly enter a full stall!

If a parachutal stall occurs on landing approach, the pilot should prepare for a hard landing and make a parachute roll landing. In close proximity to the ground, due to the forward surging pendulum effect, a recovery may be more dangerous than a hard landing in parachutal stall.

## Full-stall:

To induce a full stall, apply full brake on both sides. The glider slows down steadily until it stalls completely. The canopy suddenly surges backwards a long way. In spite of this uncomfortable reaction of the canopy, both brake lines must be consequently held down with all your strength until the canopy is stabilized (directly overhead). This usually takes 3-6 seconds. The Progress 2 generally flies backwards during a full stall but doesn't always form a front rosette. A frontal rosette can be formed by entering the full stall slowly. When entering (braking) fast, the canopy will not always form the desired front rosette. Attention! Always apply both brakes evenly!

To recover from a full stall, smoothly release both brakes simultaneously until 90% of leading edge reopens, then release brakes rapidly. The glider ends the full stall on its own without surging forward.



WARNING!! If the brakes are released rapidly and asymmetrically, the glider may surge almost 90° and suffer an extensive asymmetric collapse.

The danger of overcorrecting and overreacting exists during all extreme flight manoeuvres. Thus, any corrective action must be gentle and steady and done with feel!

### Spin (or negative spin):

Pulling brake on one side too fast or too hard can result in a negative spin. During a spin the canopy turns relatively fast around the centre section of the canopy while the inner wing flies backwards (hence the term negative).

There are two usual reasons for an unintentional spin:

- One brake line is being pulled down too far and too fast (e.g. when inducing a spiral dive)
- When flying at low speed one side is being braked too hard (e.g. when thermaling).

To recover from an unintentional spin, the pulled down brake line should be immediately released as soon as a spin is suspected. The canopy will accelerate and return to its normal straight and stable flying position, without losing too much height. If the spin is allowed to develop for some time, the glider surges a long way forward on one side and a dynamic asymmetric collapse or a line-over can occur. Gently apply the brakes to avoid side or central collapse of the canopy and the possibility of a cravat (one of the tips becoming entangled in the lines). See part collapses.

WARNING!! If you are LOW and are in an unintentional spin, or if the canopy is caught in a cravat USE YOUR RESERVE.

### Wingover:

To induce a wingover the pilot flies consecutive alternating turns to gradually steepen the angle of bank. During wingovers with a high bank angle, the outside wing begins to unload. Further increase of the angle of bank must be avoided, because any possible resulting collapse may be quite dynamic!

**WARNING! Full-stall, spin and wingover (over 90 degree angle of bank) are prohibited aerobatic manoeuvres and may not be performed during normal flying. Incorrect recovery procedures or overreacting of the pilot may have dangerous consequences! Attention! The Progress 2 is not designed to be used for aerobatics.**

### Alternative (emergency) steering:

If for some reason it becomes impossible to control the Progress 2 with the brake lines the C-risers may be used to steer and land the canopy. Attention! Of course the range is much shorter (5-10 cm) than with the brakes. It is also possible to control the direction of the flight by pulling on a stabilizer line or by weight-shifting.

## Spiral dive:

A spiral dive is the fastest way to lose altitude, however, the very high G-forces make it difficult to sustain a spiral dive for long and it can place high loads on the pilot and glider. By tensing ones abdominal muscles and a higher body tension you can to some extent resist the high G-forces. Don't forget proper breathing! As soon as any, even slight, light dizziness or impaired vision is noticed the spiral should be exited immediately.

The Progress 2 has a very effective spiral dive. This allows rapid descent without stalling.

To enter a spiral dive the pilot should weight-shift on one side while slowly pulling the brake gradually on the same side as weight-shifting. During a spiral dive the angle of bank can be controlled by increasing or reducing the amount of inside brake. When spiral diving the Progress 2 it is recommended that the outside brake is lightly applied. This helps stabilize the wing and enables an easier and safer exit from the spiral. To exit, release the inside brake slowly. The Progress 2 did not show a tendency to remain in a stable spiral by sink rates up to 10 m/s during testing. At high sink speeds or if the pilot keeps his weight on the inside, the wing can stay in a continued deep spiral and has to be actively exited. This is done by weight shifting to the outside and gentler braking of the outside wing.

**WARNING!!** Nearly all gliders will have a tendency to stay in the spiral if the sink-rate exceeds around 15-m/s, depending on weight-shifting, wing loading and G-force. In fact most gliders need a counter-input to end a turn.

**Attention!** Due to energy retention, the glider will climb a lot after a deep spiral-dive release. If you apply inner brake and decelerate the glider for two or three turns, big pendulum effects can be avoided.

**WARNING!!** Practise spiralling with caution and lower sink-rates to get a feel for the gliders behaviour. A pilot who is dehydrated or not accustomed to spiralling can lose consciousness in a steep spiral dive!

## Big ears:

When in big-ears, the horizontal speed is higher than the sink rate, unlike a spiral dive or a B-line stall. This rapid descent technique is used to quickly and horizontally exit a dangerous area in the desired direction. In order to collapse the outside wing, pull the outside A-lines.

When the pilot holds the outside A1-risers on both sides and pulls them down, the Progress 2 easily tucks the outside wings and enters a stable descent mode. The pilot keeps hold of the brake handles along with the outside A1-risers in his hands. By braking on one side and weight-shifting, the canopy remains steerable. In order to increase the sink rate as well as the horizontal speed, this maneuver should be done together with use of the speed system. Apply the speed system after big ears are induced (step into the speed-bar before you grab the outer A1-risers). Big-ears substantially reduces the risk of canopy stability problems in turbulent air. To exit this manoeuvre release



the A1-risers. The canopy does self-recover. To quicken the recovery, the pilot can dynamically pull down and immediately release the brakes of the glider.

**WARNING!** Never do big-ears in spirals, as this may drastically reduce the number of lines taking the already high loads, causing structural failure.

**Attention!** All rapid descent techniques should first be practiced in calm air and with sufficient height so the pilot can use them in emergency situations! By far the best technique is to fly correctly and safely, so you never have to descend rapidly!

### **B-line stalls:**

To induce a B-line stall symmetrically pull down slowly on both B-risers, until the canopy folds (parallel to its long axis). The airflow over the top surface is almost fully detached and the canopy enters a vertical descent flight mode without forward movement. Further pulling of the B-risers reduces the surface area more and increases the sink rate. (Up to 8 m/s) Be careful, pulling too far or too rapidly may cause a frontal horseshoe to form. To exit from this flight mode release the B-risers at first rapidly but then gently (1 sec). The canopy surges forward re-attaching the airflow over the top surface and resumes normal flight. When the B-risers are released, the brakes should not be activated. This will give the canopy the chance to gain speed and resume normal flight. On exit from a B-line stall on no account just release the B-risers, as this can cause overloading. If canopy does not recover apply both brakes gently to recover or pull the A-risers, until the canopy regains forward speed.

### **Summary:**

For all extreme manoeuvres and rapid descents please note:

- first practise manoeuvres with an instructor during safety training!
- before inducing any manoeuvre the pilot must check that there are no other airspace users below him!
- during the manoeuvre the pilot must have the canopy within his view!

Looking after your canopy correctly will prolong the life of your paraglider.

### Deterioration: a few tips!

- The canopy is mainly made of NYLON, cloth which, like any synthetic material, deteriorates through excessive exposure to UV. Hence, it is recommended that you reduce UV exposure to a minimum by keeping the paraglider packed away when not in use. Even when packed in the bag do not leave it in the sun.
- Keep the canopy and lines clean as dirt may penetrate into the fibre and damage the lines or the cloth.
- Ensure that the lines are not folded tightly. It's extremely important to avoid any sharp bending of the lines, especially the main lines. Pay careful attention to the lines to avoid damaging them. Any over stretching of lines apart from the strain imposed during normal flight, should be avoided as over stretching is irreversible.
- Be careful, not to allow snow, sand or stones to enter inside the canopy's cells: the weight can change the angle of attack, or even stall the glider; additionally the sharp edges can destroy the cloth!
- Check line lengths after tree or water landings. They can stretch or shrink lines.
- Never drag the wing over rough ground! This will damage the cloth on the wear points. When preparing the wing on a takeoff with rough ground, don't pull the wing over it (i.e. by pulling the brakes). Please try to pack the wing on soft ground.
- Uncontrolled strong wind takeoffs or landings can result in the leading edge of the canopy hitting the ground at high speed which may cause rips in the profile and damage the rib material.
- We advise you to fold the glider "accordion wise", rib to rib. This packing procedure takes slightly longer and is easier to do with an assistant, but it guarantees the rigidity of the plastic profile reinforcements. This is very important for the performance of your glider!
- Prevent lines from catching on anything as they may be over stretched. Do not step onto the lines. Although the lines were tested with a bending test they can be damaged if stepped on whilst on a hard surface, or if they come into contact with sharp objects.
- Do not always fold the canopy symmetrically to the centre cell as this can cause constant stress on the centre cell (centre cell always to the outside).
- Clean the paraglider with fresh water after contact with salt water. Salt water crystal can reduce line strength, even after rinsing in fresh water. Replace lines immediately after contact with salt water. Also check canopy material after water landings, as waves can place uneven forces and cause cloth to distort in specific areas. Always remove gliders from the water by holding only the trailing edge. Clean the paraglider with water and a soft sponge. Do not use any chemicals or spirits for cleaning, as these can permanently damage the cloth



## Storage:

- Store the paraglider in a dry space at ambient temperature away from chemicals and UV light.
- Never pack or store the glider wet. This shortens the life of the cloth Always dry glider thoroughly before any packing or storage.
- During transport it has to be considered, that some materials of the paraglider are temperature sensitive. Avoid subjecting your wing to high temperatures (e.g. the luggage space of a parked car in the sun)!
- When sending your wing as a parcel, take extra care with packing.

## Repairs and checks:

- Tears in the canopy must be professionally sewn. Adhesive patches are only adequate for very minor damage.
- Repairs should only be carried out by the manufacturer, distributor or authorized workshops. Only original spare parts may be used!
- The lines must be checked after every 50 hours flying time and whenever the flight behaviour changes
- Any changes to the canopy lines or risers, except those approved by the manufacturer, will void the certificate of airworthiness.
- The Progress 2 must be checked as a minimum, after two years or after 100 flying hours by the manufacturer or authorized workshops.

## Disposal:

- The synthetic materials used in a paraglider need professional disposal. Please send disused canopies back to us: we will dismantle and dispose of it.

## In Conclusion:

The Progress 2 is a modern paraglider. You will enjoy many safe years of flying with your Progress 2 if you look after it correctly and adopt a mature and responsible approach to the demands and dangers flying can pose. It must be clearly understood that all air sports are potentially dangerous and that your safety is ultimately dependent upon you. We strongly urge you to fly safely. This includes your choice of flying conditions as well as safety margins during flying manoeuvres. We recommend once more that you only fly with a certified harness, reserve parachute, and helmet. Also the certification placard must be present on the glider. Every pilot should be suitably qualified, have a valid license and 3rd party insurance. The Progress 2 is delivered with a stuff-sack, Velcro compression strap, MAC PARA backpack, repair kit and user manual.

**Full line lengths Progress 2**

All lengths are measured from riser's main attachment point up to the tissue of canopy on attachment points. Brake lines are measured from the knot on brake handle up to the trailing edge.

**Progress 2 - 25**

Center	A	B	C	D	E	BR
1	6427	6346	6411	6580	6717	6860
2	6358	6284	6349	6519	6656	6472
3	6354	6276	6340	6508	6645	6280
4	6427	6351	6415	6577	6714	6174
5	6410	6335	6398	6556		6116
6	6367	6294	6358	6519		6059
7	6373	6303	6368	6526		6040
8	6426	6361	6421	6570		6030
9	6438	6361	6409	6575		
10	6340	6268	6310	6468		
11	6318	6255	6286	6420		
12	6271	6203	6232	6360		
13	6219	6158	6185	6292		
14	6235	6180	6195	6279		
15	6043	5922	5943	6039		
16	5852	5786	5809	5900		
17	5708	5733	5751			
18	5596	5605	5645	5721		

**Progress 2 - 27**

Center	A	B	C	D	E	BR
1	6674	6589	6657	6834	6977	7160
2	6602	6524	6591	6769	6912	6760
3	6597	6516	6583	6758	6901	6530
4	6674	6595	6661	6830	6973	6450
5	6656	6578	6644	6808		6390
6	6611	6535	6602	6770		6330
7	6618	6545	6612	6777		6310
8	6673	6605	6668	6823		6300
9	6685	6605	6655	6828		
10	6583	6508	6552	6717		
11	6560	6495	6527	6667		
12	6511	6441	6471	6604		
13	6457	6394	6422	6533		
14	6474	6417	6432	6520		
15	6274	6148	6170	6270		
16	6075	6006	6030	6125		
17	5925	5951	5970			
18	5808	5817	5859	5938		

**Progress 2 - 30**

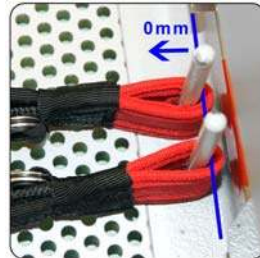
Center	A	B	C	D	E	BR
1	6952	6863	6934	7119	7269	7470
2	6877	6796	6866	7052	7202	7050
3	6872	6787	6857	7040	7190	6850
4	6952	6869	6938	7115	7265	6730
5	6933	6851	6920	7092		6665
6	6886	6806	6877	7052		6635
7	6893	6817	6887	7059		6580
8	6951	6880	6945	7108		6570
9	6963	6880	6932	7113		
10	6857	6778	6824	6997		
11	6833	6765	6798	6944		
12	6781	6708	6740	6879		
13	6725	6659	6688	6804		
14	6743	6683	6699	6791		
15	6534	6402	6425	6529		
16	6326	6254	6279	6378		
17	6169	6196	6216			
18	6047	6056	6100	6182		

**Progress 2 - 33**

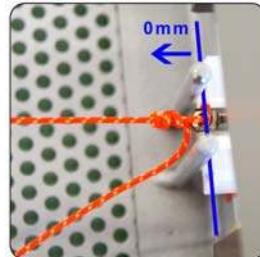
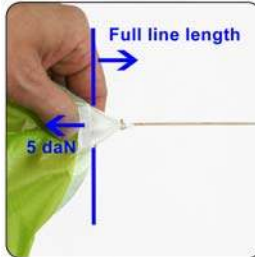
Center	A	B	C	D	E	BR
1	7333	7239	7314	7511	7669	7970
2	7253	7166	7241	7439	7597	7530
3	7247	7158	7232	7427	7585	7310
4	7333	7245	7318	7507	7665	7180
5	7313	7226	7300	7482		7115
6	7263	7179	7253	7440		7050
7	7271	7190	7264	7447		7030
8	7332	7256	7326	7499		7020
9	7345	7256	7312	7504		
10	7232	7149	7198	7381		
11	7206	7134	7170	7325		
12	7152	7074	7108	7255		
13	7092	7022	7053	7176		
14	7111	7048	7064	7162		
15	6889	6749	6773	6884		
16	6668	6591	6618	6723		
17	6501	6530	6551			
18	6371	6381	6428	6516		



## Main lines



## Brakes line





**Line descriptions:**

The following printed line plans show the line configurations.

**Line types in colors**

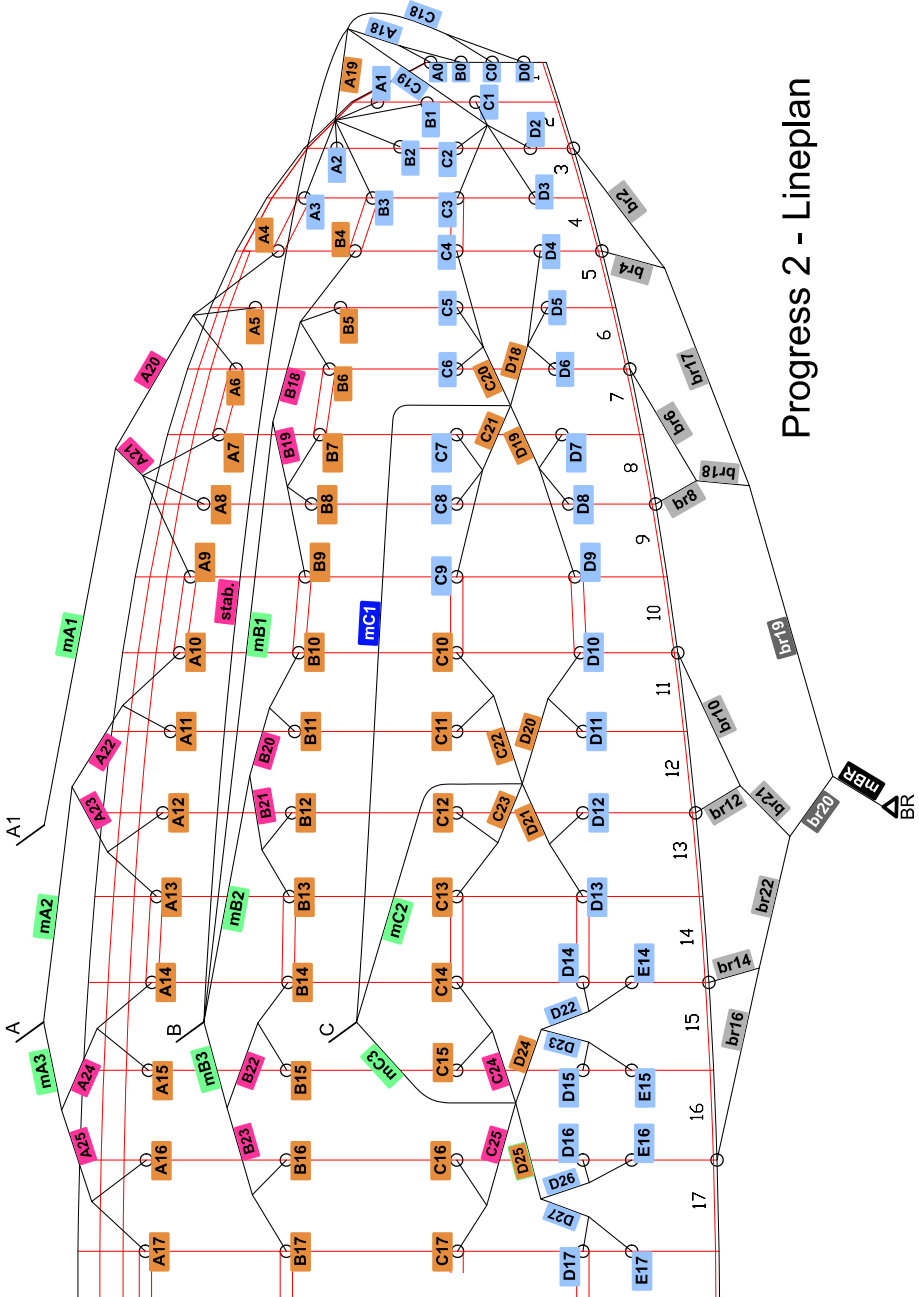


**Riser lengths Progress 2**

	<b>A</b>	<b>A1</b>	<b>B</b>	<b>C</b>
<b>Trim-position (mm)</b>	495	495	495	495
<b>Accelerated</b>	380	380	410	495

The lengths are measured from the main attachment point to the lower edge of risers.

# LINE PLAN PROGRESS 2



Progress 2 - Lineplan

## Check-intervals

All paragliders used in flight must be checked at least every 24 months. For paragliders used by paragliding schools the period is 12 months.

## Personnel authorised to carry out checks

A valid flying license and training course by National association are the basis for permission to carry out paraglider checks

## Identification of glider

An identity sticker with details of certification and serial number is attached to the glider.

## Components of the check

### Porosity

The porosity should be checked with a porosity meter (JDC). Compare the resultant data with the producer's manual.

Porosity measures should be taken on at least three points of both the top and bottom surface. The first point should be placed 20-30 cm from leading edge in the middle of canopy. Second and third points are placed left and right from first measure point at 25% of the span. One additional measurement should be made on the top surface of the wing tip.

The identified time should be higher than 30 second (JDC). In the event of the result being less than 30 seconds, the result of the check is a fail.

### Overall strength check

The check of canopy strength should be made with a Bettsometer (B.M.A.A approved Patent No. GB 2270768 Clive Betts Sales). On the top and bottom surfaces make small holes with a needle at the Aline attachment points. The exact verification should be made in accordance with the Bettsometer user manual.

### Line strength check

Line strengths should be as specified in accordance with the certification requirements. One main line should be taken from each array and have its strength checked with a tension-meter.

Required strengths should be higher than:

- A + B main lines x measured value > 8 x maximum take-off weight and higher then 800 kg for the A + B arrays.
- C + D mean lines x measured value > 6 x maximum take-off weight and higher then 600 kg for the A + B arrays.

Replacements for damaged lines must be with new original lines. Line lengths are taken from the lines data page.



## Line length measurement

Lines should be separated and each line measured under a tension of 5 kg. Measurement is made from the line karabiner to the canopy's surface in according to the method of certification. Measurement of brake lines is made from the knot on brake handle know to upper loop of galery line. The lenght of bunching line is not included. Rib numbering begins in the middle of canopy and leads to the wing tip.

Measured full lengths should be documented in the inspection record and are compared with certified full line lengths protocol. Lengths should not differ by more than 10 mm. The opposite sides should be checked for symmetry.

## Canopy line-attachment points check

Attachment points should be checked for damage and stretching. Defects, loops and flares should be repaired.

## Canopy fabric check

Ribs, diagonal ribs, top and bottom surface should be checked. Any damage to sewing or tears to the fabric, which could influence flying characteristics must be repaired.

## Lines

All lines should be checked for tears, breaks any damage to the sheath or signs of wear. Special attention should be paid to the sewing of the line loops. Damaged lines must be replaced.

The results should be documented in the inspection record.

## Connector check

All line carabineers, trimmers (if used), speed systems and pulleys should be inspected for visible damage. Open or improperly secured connectors should be secured in accordance with the producers recommendations.

## Risers

Both risers should be checked for tears, signs of wear or any damage and measured with a pull of 5 daN strength. Measured data should be documented in the inspection record. The difference must not be higher then 5 mm when compared to specified lengths.

## Final check

The glider sticker and check sticker must be inspected for readability and correctness. The check must be documented with date, signature and stamp on the canopy and in the user manual.

## TREATING NATURE WITH RESPECT

Finally the call to practise our sport with respect for nature and wildlife! Don't walk outside marked routes, don't leave any waste, don't make needless noise and respect the sensitive biological balance in the mountain eco system: especially in the take off area!



# TEST FLIGHT CERTIFICATE

Paraglider type:

Serial number:

Test flown on:

---

by  
**MAC PARA TECHNOLOGY**

Confirmation by dealer:

---

## Technical data

Certification EN - A Size		Progress 2 23 (XS)	Progress 2 25 (S)	Progress 2 27 (M)	Progress 2 30 (L)	Progress 2 33 (XL)
Zoom flat	[%]	92	96	100	104	111
Area flat	[m <sup>2</sup> ]	23,14	25,20	27,34	29,86	33,69
Area projected	[m <sup>2</sup> ]	20,70	22,54	24,46	26,71	30,14
Span flat	[m]	10,41	10,86	11,31	11,82	12,55
Aspect ratio flat	-	4,68	4,68	4,68	4,68	4,68
Root cord	[m]	2,74	2,86	2,98	3,11	3,31
Cells	-	35	35	35	35	35
Weight	[kg]	4,1	4,3	4,5	4,75	5,05
Weight range*	[kg]	55-75	67-90	77-100	90-115	105-135
Weight range*	[lbs]	121 - 165	148 - 198	170 - 221	198 - 254	232 - 298
Min.speed	[km/h]	23-25	23-25	23-25	23-25	23-25
Max.speed	[km/h]	36-38	36-38	36-38	36-38	36-38
Top speed (accelerator)	[km/h]	45-47	45-47	45-47	45-47	45-47
Glide ratio	-	8,5	8,5	8,5	8,5	8,5
Min. Sink rate	[m/s]	1,1	1,1	1,1	1,1	1,1

\* pilot light equipped = weight naked + cca. 20 Kg (44 lbs)



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