

MYSTIC-5

Thank you for choosing SC Mystic-5! This manual will help you to get maximum information about your glider. This is information about the design of the Mystic-5, advice how to use it best and how to care for it to ensure it has a long life. The manual also includes technical specifications and line plans.

Mystic-5 is a high performance glider with newest technologies on board. It's a 2-liner with nitinol rods on the leading edge. We hope it will present you hundreds kilometers of beautiful cross country flights.

Mystic-5 M is certified in EN C category. Pilot skill requirements - 200 flying hours.



Warning! Paragliding is a high risk activity. We strongly recommend to learn paragliding only in certified schools and to choose only the equipment which is correspondent to Your flying skills.

Technical data

size	XS	S	M	L	XL
scale	0,935	0,968	1	1,03	1,07
wing area, sq.m	21	22,5	24	25,5	27,5
span, m	11,58	12,0	12,39	12,76	13,25
a/r	6,5				
projected area, sq.m	17,34	18,59	19,84	21,05	22,71
projected span, m	8,94	9,25	9,56	9,85	10,23
projected a/r	4,6				
total line length, m	201	209	216	222	231
weight of the glider, kg	3,6	3,8	4,0	4,2	4,5
cells	71				
weight in flight, kg	70-85	80-95	90-105	100-115	110-130
EN	-	-	C	-	-

The total weight in flight is equal to the weight of the pilot and all the equipment including the wing. Usually - pilot weight + 12 -15 kg.

You can find list of materials at the end of that manual.

Risers

Mystic-5 has the risers scheme A2 A'1 B4 (2 risers).

The risers are equipped with accelerator, that increases the speed range of the glider. Accelerator travel is 18 cm.

There is a handle on the B riser, that have to be used for steering in accelerated flight.

Mystic-5 does not have trimmers and any other adjustable or removable or variable device.

You can find risers drawing at the end of this manual.

Warning!

You are not allowed to change the paraglider construction except adjusting the brake lines, because it might lead to unpredictability in flying and make the paraglider dangerous in certain flying situations.

Pre-flight check

- Lines are clear and leading edge is open
- Carabiners and maillons are tight
- All harness buckles are closed
- Helmet is on
- Check reserve parachute
- Wind direction is perpendicular to the glider
- Airspace is clear

Towing

Mystic-5 allows you to fly using various types of winches. During towing, the wing holds its course perfectly and is well controlled by weight shifting and small brake inputs.

Flying with engine

We do not recommend to fly Mystic-5 with paramotor.

Launching

Your Mystic-5 can take-off with both forward and reverse techniques. The wing should be laid out in a distinct arch, with the center of the wing higher than the tips.

Use forward technique when the wind is light, or there is no wind. Move forward and your glider will start to inflate. You must maintain a constant pressure on the risers until the wing is overhead. Brake it a little and launch.

Use reverse technique in light to strong winds. Pull the glider by its A-risers. When it is overhead, pull the brakes to stop the glider, then turn and launch.

In Flight Characteristics

Mystic-5 has long brake travel, light brake pressure and turns very well. It also has high resistance to deflations in turbulence.

Maximum symmetric control travel at maximum weight in flight is 60 cm.

Speed control

You can change speed by simultaneously pulling or releasing the brakes or using accelerator. When brakes are pulled approximately 15 cm - you get minimum sink rate.

Turn control

In order to make Mystic-5 turn with a minimum sink and radius while pulling the internal brake you should pull very slightly the external one too. Use weightshift to decrease the spiral radius. If the thermal flow is narrow and strong, increase the tilt and the rotation speed by releasing the external brake.

Using accelerator

Mystic-5 reaches its maximum speed when you pull the accelerator to its maximum and release the brakes. Use this mode for long-distance flying and in strong winds. When using accelerator you will have a maximum speed more than 50 km/h.

Remember, that when you use the accelerator, your glider is more likely to collapse. We do not recommend to use accelerator, if your altitude is less than 100m. If collapse occurs, release accelerator immediately.

Descent Techniques

Big Ears

While holding the brakes you should symmetrically pull the A'-lines. For directional control of the glider use the weight shift. When you do big ears, the horizontal speed increases slightly. In order to return to normal flight, you should release lines and pull the brakes a few times, if necessary. Spiraling is not permitted with big ears, because of the increased load on the remaining lines so that they can be physically deformed.

Spiral dive

When you hold either brake down for a long time, the glider goes into a fast sharp turn and loses a lot of height. The rotation axis can be somewhere between the pilot and the wing. The sink rate could be more than 15 m/sec. To get out of the spiral dive you must release the inner brake. Mind that Mystic-5 may take up to two more turns after releasing the brake.

While spiral diving, the pilot experiences considerable overload up to 3 – 4g, so you can lose orientation.

B-stall

B-stall is impossible on the 2-liner.

Flying in turbulence

You can help your glider to avoid different collapses in turbulence - you must fly actively for it. When the glider pitches forward - use the brakes to slow it, if it goes back - release brakes. These movements can be symmetric or asymmetric.

Let us remind you once again that you should be very careful choosing the weather to fly.

Landing

In small winds, when you have 1-2 meters to the ground, you should pull the brakes gently to your arms' full length, so that you put your Mystic-5 in stall at a height of about 0.2 -- 0.5 m and the horizontal speed is zero.

In strong winds you must land facing the wind. If necessary you can fold the ears. As you approach the ground, you must take B-risers while holding the brakes. As soon as you hit the ground, you must turn towards the glider and pull B-risers running towards the wing. If the wing is flopping about a meter above the ground, release the B-risers and pull the brakes hard to your arms length. We do not recommend you to use the brakes in the strong wind, as the wing could catch the wind and pull the pilot.

Do not let the glider overtake you and hit the ground with its front edge, which leads to increased pressure in the wing and may damage it.

We do not suggest to apply any other special flying procedure and/or configuration.

Deflations

Asymmetric collapse

Every paraglider may collapse in turbulent conditions.

Asymmetric collapses can be controlled by weight-shifting away from the collapse and applying a small amount of brake to control the flight direction. At the same time you should use the brake to re-inflate the canopy.

Remember that the deflated glider has higher stall speed and smaller brake travel. That is why you should be careful not to pull the brake too hard to avoid stall. Therefore, if there is a reserve of altitude and Mystic-5, you can not compensate the rotation - Mystic-5 will take some speed, pressure inside the canopy will grow and help to open inflated part of the wing. However, in this case, there is a possibility of autorotation - the pilot must be very careful!

Symmetric front collapse

Mystic-5 comes out of symmetrical front collapse by itself. You can pull the brakes about a 20 cm to speed the re-inflation.

Deep stall (parachuting)

To get out of this mode you must pull A – risers or swing the wing by pulling and releasing the brakes (preferably the first one).

Full stall

Full stall happens when you pull both brakes too hard. To return to the normal flight you must release both brakes. After this usually comes a front dive with a possible front deflation.

Just because Mystic-5 warns the pilot about stalling by increasing the brake load, it is highly unlikely for you to enter it unexpectedly.

Asymmetrical stall

It can take place when you pull one of the brakes too hard, or while spiraling at a small speed in turbulence you increase the angle of attack. Rotation in the asymmetrical stall is called negative spiral. This is one of the most dangerous flying situations. In order to get out of asymmetrical stall, just release the brakes. There may follow side thrust forward with a following wing collapse.

Deflations

Self-rotation

Increasing rotation usually takes place when the pilot has not reacted properly to the asymmetric collapse of the accelerated paraglider. Try to slow down the rotation by counter-shifting your weight in the harness and pulling the outer brake. If the self-rotation is increasing, drop the rescue parachute quickly in the direction of the rotation. This mode can also take place when you make extreme turns of the overloaded paraglider.

Cravat

If the collapsed part of the canopy is entangled in the lines, you must try to release it by pulling the ear-line. If you cannot do it and the rotation is increasing, you must use the parachute.

In flight damage

Estimate the damage. If a brake has untied - no problem as Mystic-5 can be steered well by weight shift and pulling the back risers. Even if the damage allows for a sustainable controlled flight, you should land as soon as possible. If normal flight is impossible, you must use the parachute.

Packing Your glider

The paraglider must be folded cell to cell so that the reinforcements at the leading edge lie flat on each other and don't get bent. Try to pack your Mystic-5 as loosely as the rucksack allows, because every fold weakens the cloth.

Avoid packing the glider if it is wet or contains the abrasive particles (sand, ice...). If the glider was packed wet and/or contains abrasive stuff - unpack it, let it dry and remove the trash from the canopy as soon as possible.

General Glider Care

Take care while using your glider. The inappropriate and/or inaccurate use may cause the damage of the canopy and lines, and the glider may become dangerous in flight.

Follow these rules and your Mystic-5 will be in good condition:

- Do not expose your glider to the sun any longer than necessary
- Keep it away from water and other liquids
- Do not let the front edge hit the ground
- If wet dry Mystic-5 in shade. If soaked in salty water, rinse the glider thoroughly in non-salty water
- Keep your glider away from fire
- Do not put anything heavy on your glider, do not pack it in a rucksack too tightly.
- Regularly inspect the canopy, lines, risers and harness. If you find any defects, contact your dealer or the manufacturer. Do not attempt to self-repair the paraglider!
- If you detect a damaged line, inform the dealer or manufacturer about the line number according to the line plan
- Keep your Mystic-5 in a rucksack in a dry well-ventilated place under neutral temperature and humidity conditions
- If you do not use the glider, then once a month you should unpack it, ventilate it well, and then pack it back in the rucksack.
- Do not wash Mystic-5. Do not use detergents or solvents. Clean dirty places with wet soft cloth or sponge.

Warrantee and Wing Repairs

The producer guarantees the correctness of the declared characteristics and the paraglider's normal performance for two years after the purchase date, but no more than 200 flying hours. Warrantee for the lines is 150 hours, lines must be replaced after this. The producer conducts special, and after-warranty repairs and maintenance at the owners' request for an extra price.

We recommend to inspect your paraglider (including checking suspension line strength, line geometry, riser geometry and permeability of the canopy material) one time at two years, or every 100 hours of flying time (whichever comes first); Those inspection must be made by manufacturer or dealer.

The overall lines length (riser lines + mid lines + upper lines) has to be checked under 5Kgs of tension. The difference between the measured length and the original length should not exceed +/- 10mm.

Compliance of the test sample's suspension lines, brake lines and risers were checked by the testing laboratory after the test flights were completed.

If damaged, your Mystic-5 must be repaired by manufacturer, or dealer. Small holes in Skytex may be repaired with sticky rip-stop tape.

Attention please!

The producer bears no responsibility for non-compliance with the stated characteristics if:

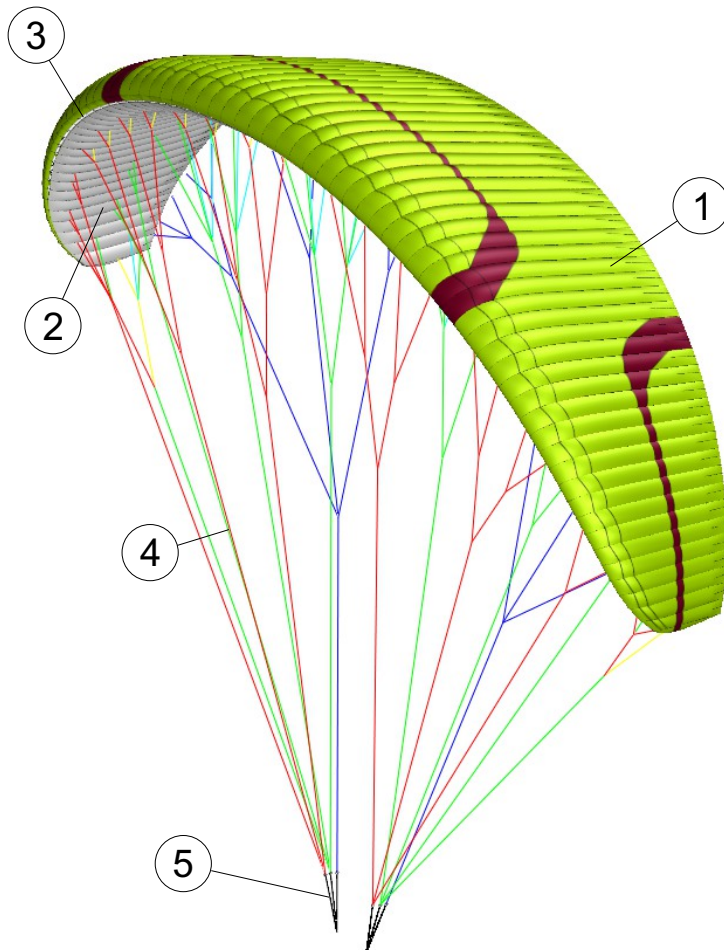
- the user manual is not followed;
- the paraglider structure is changed in any way;
- the paraglider is self-repaired.

MYSTIC-5

List of materials

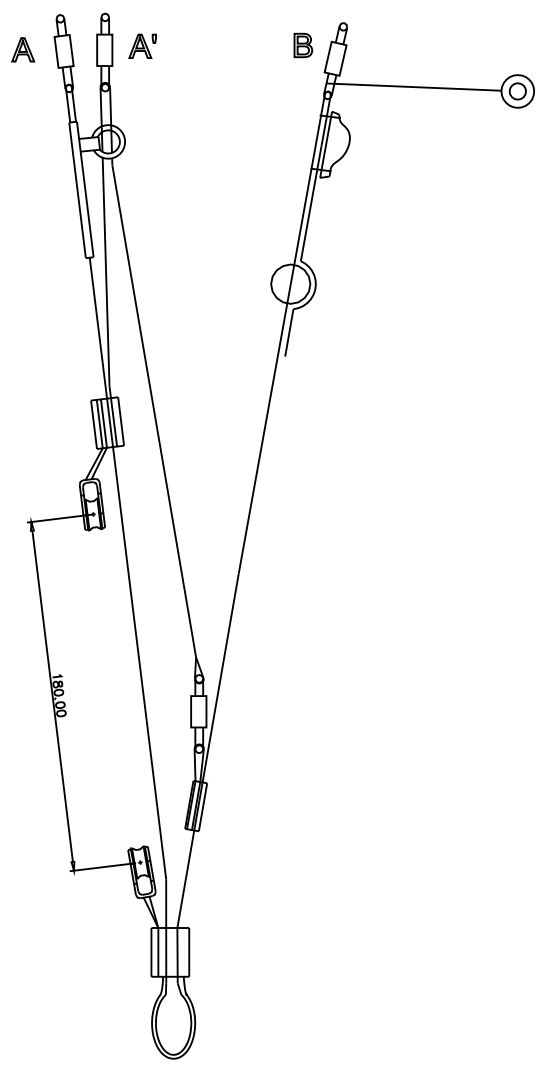
Canopy	Fabric code	Finish	Weight	Material	Supplier
Upper sail leading edge	Skytex 9017	E25A	40 g/sqm	Nylon	NCV
Upper sail	Skytex 70032	E3W	32 g/sqm	Nylon	NCV
Bottom sail	Skytex 70000	E71	27 g/sqm	Nylon	NCV
Ribs	Skytex 9017	E29A	40 g/sqm	Nylon	NCV
Diagonal ribs	Skytex 9017	E29A	40 g/sqm	Nylon	NCV
LE reinforcements	Nitinol			Nitinol	
Attachement point reinforcements	Dacron		170 g/sqm	Nylon	NCV
Attachement points	nylon tape		10 mm	Nylon	
Thread	Zwibond 60			Polyamide	Guterman
Suspension lines	Line code	Finish	Strength	Material	Supplier
Lines - upper level	A8000U 50, 70, 90	uncovered	100, 60	aramid	Edelrid
Lines - brakes	DC40, DC60	uncovered	100, 60	dyneema	Liros
Lines - middle level	A8000U 90, 130, 190	uncovered	130, 90	aramid	Edelrid
Lines - main level	A8000U 130, 190, 340	uncovered	200, 160, 120	aramid	Edelrid
Risers	Code	Finish	Size	Material	Supplier
Riser webbing		polyester covered	12 mm	aramid	Cousin
Connectors	Maillon rapide		3,5mm	stainless steel	Peguet

Glider overview



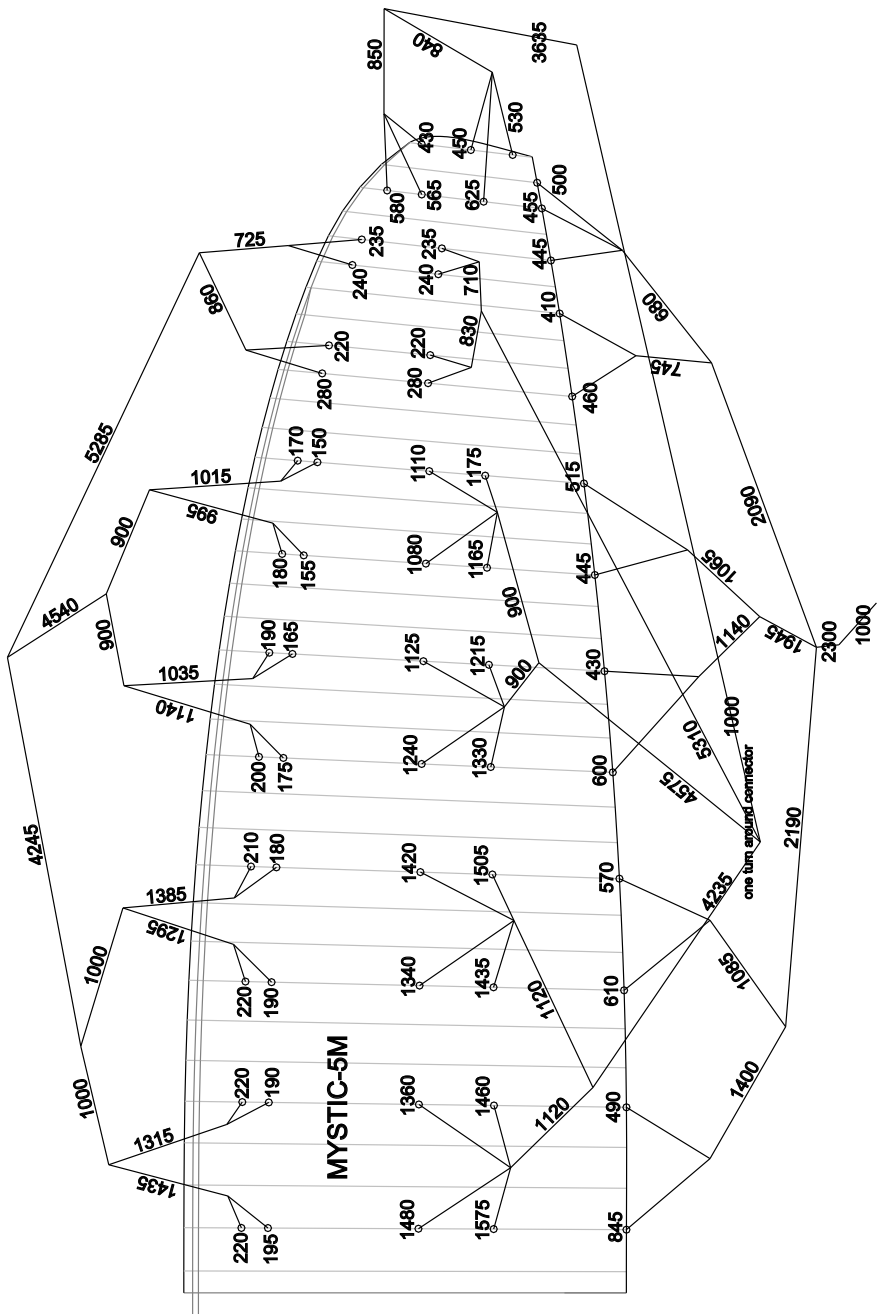
- 1 - top surface
- 2 - bottom surface
- 3 - air intake
- 4 - lines
- 5 - risers

Risers

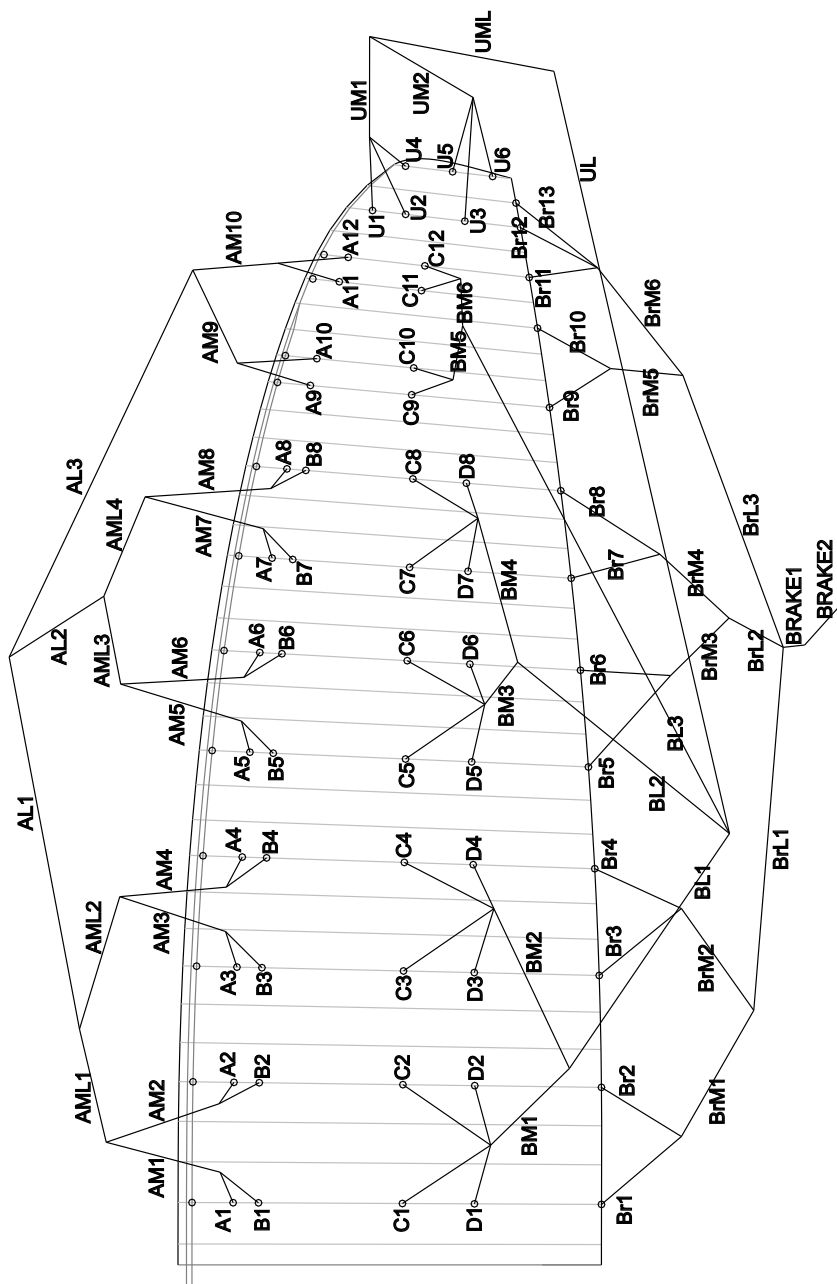


Risers for Mystic-5 S,M,L. Length is 500 mm $\pm$ 5mm.

Mystic-5 M lineplan



Mystic-5 lineplan

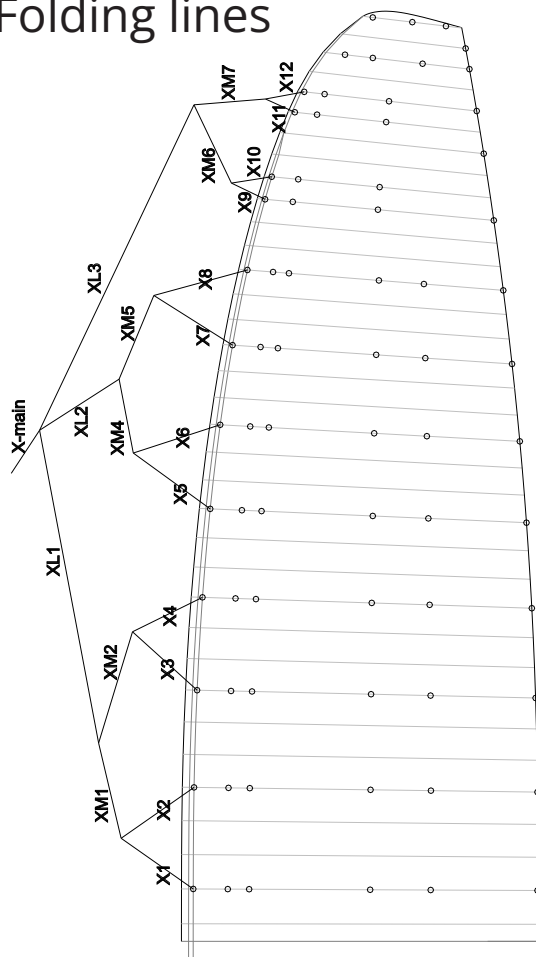


Lines measuring table

Overall lines lengths including risers.
Difference is ±10mm from user's manual and reality.

	A	A'	B	C	Brake	A-A'	A-B	C-B
1	7455	7420	7380	7475	7965	35	75	95
2	7330	7295	7260	7360	7605	35	70	100
3	7315	7280	7240	7335	7415	35	75	95
4	7390	7360	7320	7405	7375	30	70	85
5	7330	7300	7255	7350	7215	30	75	95
6	7215	7190	7135	7225	7050	25	80	90
7	7165	7135	7090	7175	6985	30	75	85
8	7170	7150	7120	7185	7055	20	50	65
9	6975	6470	6955	6645	6840	505	20	-310
10	6915		6895		6790		20	
11	6795		6795		6760		0	
12	6790		6790		6770		0	
13	6615		6650		6810		-35	
14	6465		6550				-85	

Folding lines



Certification tests for the Mystic-5M were conducted using folding lines, which are required to perform all types of frontal collapses. If you plan to practice SIV maneuvers with the Mystic-5, these lines can be ordered from the manufacturer. The folding lines should be installed through the dedicated loops located inside the air intakes.

Folding lines length					
X1	1655	Edelrid A8000U 70	XM1	1000	Edelrid A8000U 130
X2	1535	Edelrid A8000U 70	XM2	1000	Edelrid A8000U 130
X3	1515	Edelrid A8000U 70	XM3	900	Edelrid A8000U 130
X4	1595	Edelrid A8000U 70	XM4	900	Edelrid A8000U 130
X5	1340	Edelrid A8000U 70	XM5	860	Edelrid A8000U 90
X6	1225	Edelrid A8000U 70	XM6	725	Edelrid A8000U 90
X7	1175	Edelrid A8000U 70			
X8	1185	Edelrid A8000U 70	XL1	4245	Edelrid A8000U 190
X9	280	Edelrid A8000U 70	XL2	4540	Edelrid A8000U 190
X10	220	Edelrid A8000U 70	XL3	5285	Edelrid A8000U 130
X11	240	Edelrid A8000U 70			
X12	235	Edelrid A8000U 70	X-main	500	Liros TSL380

MYSTIC-5

Serial number	
Production date	
Test pilot	

Dealer	
Date	

Wing check and repairs information

[illegible]



Classification: **C**

In accordance with standards:	PG_2653.2025
EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	
Date of issue (DMY):	27.07.2026
Manufacturer:	Sky Country
Model:	Mystic-5 M
Serial number:	0824-3990-007

Configuration during flight tests

Paraglider		Accessories	
Maximum weight in flight [kg]	105	Range of speed system [cm]	17.3
Minimum weight in flight [kg]	90	Speed range using brakes [km/h]	13
Glider's weight [kg]	4.6	Total speed range with accessories [km/h]	28
Number of risers	2+1	Range of trimmers [cm]	n/a
Projected area [m²]	19.84		
Harness used for testing (max weight)		Inspections (whichever happens first)	
Harness type	ABS	one time at two years, or every 100 hours of flying time	
Harness brand	Advance Thun AG		
Harness model	Success 4 M	Person or company having presented the glider for testing: None	
Harness to risers distance [cm]	43		
Distance between risers [cm]	48		

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
B A B C A A A A B C A A C A A A A 0 A B A A

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- Mystic-5 delivery set:
- paraglider
 - packing bag
 - packing strap
 - user's manual

USER'S MANUAL version 1.1
issued April 2026