

**TEST REPORT DHV 03 APCO KARMA M**

<b>Type</b> Apco KARMA M		
<b>Certificate-No</b> DHV GS-01-1538-06		
<b>Holder of certificate</b> <a href="#">Apco Aviation Ltd.</a>		
<b>Manufacturer</b> <a href="#">Apco Aviation Ltd.</a>		
<b>Classification</b> 1 GH		
<b>Winch tow</b> Yes		
<b>Number of seats min / Number of seats max</b> 1 / 1		
<b>Accelerator?</b> Yes		
<b>Trimmers?</b> No		
	<b>BEHAVIOUR AT MIN WEIGHT IN FLIGHT(80 KG)</b>	<b>BEHAVIOUR AT MAX WEIGHT IN FLIGHT(110 KG)</b>
<b>Take off</b>	<b>1</b>	<b>1</b>
<b>Inflation</b>	evenly, immediately	evenly, immediately
<b>Rising behaviour</b>	immediately comes over pilot	immediately comes over pilot
<b>Take off speed</b>	average	average
<b>Take off handling</b>	easy	easy
<b>Straight flight</b>	<b>1</b>	<b>1</b>
<b>Roll damping</b>	average	average
<b>Turn handling</b>	<b>1</b>	<b>1</b>
<b>Spin tendency</b>	slight	slight
<b>Control travel</b>	high	high
<b>Agility</b>	average	average
<b>Symmetric stall</b>	<b>1</b>	<b>1</b>
<b>Deep-stall limit</b>	late > 75 cm	late > 75 cm
<b>Full stall limit</b>	late > 80 cm	late > 80 cm
<b>Increase in steering power</b>	high	high
<b>Front collapse</b>	<b>1</b>	<b>1</b>
<b>Pre-acceleration</b>	slight	slight
<b>Opening behaviour</b>	spontaneous, delayed	spontaneous, quickly

<b>Asymmetric collapse</b>	<b>1</b>	<b>1</b>
<b>Turn tendency</b> < 90 degrees		< 90 degrees
<b>Change of course</b> 90 - 180 degrees		90 - 180 degrees
<b>Rate of turn</b> slight		slight
<b>Max. roll/pitch angle</b> less than 45 degrees		less than 45 degrees
<b>Loss of altitude</b> slight		slight
<b>Stabilization</b> spontaneous		spontaneous
<b>Opening behaviour</b> spontaneous		spontaneous
<b>Countersteering an asymmetric collapse</b>	<b>1</b>	<b>1</b>
<b>Stabilization</b> countersteering easy		countersteering easy
<b>Control travel</b> high		high
<b>Control pressure increase</b> high		high
<b>Turn in opposite direction</b> easy, no tendency to stall		easy, no tendency to stall
<b>Opening behaviour</b> spontaneous, quickly		spontaneous, quickly
<b>Full stall, symm. exit</b>	<b>1</b>	<b>1</b>
<b>Spin out of straight flight</b>	<b>1</b>	<b>1</b>
<b>Spin out of turn</b>	<b>1</b>	<b>1</b>
<b>Spiral dive</b>	<b>1</b>	<b>1</b>
<b>Entry</b> easy		easy
<b>Spin tendency</b> slight		slight
<b>Exit</b> turn continues through < 180 degrees		turn continues through < 180 degrees
<b>Sink rate after 720 ° [m/s]</b> 10		10
<b>B-line stall</b>	<b>1</b>	<b>1</b>
<b>Entry</b> easy		easy
<b>Exit</b> spontaneous		spontaneous
<b>Big ears</b>	<b>1</b>	<b>1</b>
<b>Entry</b> easy		easy

	<b>Recovery</b> spontaneous, quickly	spontaneous, quickly
<b>Landing</b>	<b>1</b>	<b>1</b>
	<b>Landing behaviour</b> easy	easy
<b>Front collapse (accelerated)</b>	<b>1</b>	<b>1</b>
	<b>Pre-acceleration</b> slight	slight
	<b>Opening behaviour</b> spontaneous, delayed	spontaneous, delayed
<b>Asymmetric collapse (accelerated)</b>	<b>1</b>	<b>1</b>
	<b>Turn tendency</b> < 90 degrees	< 90 degrees
	<b>Change of course</b> 90 - 180 degrees	90 - 180 degrees
	<b>Rate of turn</b> slight	slight
	<b>Max. roll/pitch angle</b> less than 45 degrees	less than 45 degrees
	<b>Loss of altitude</b> slight	slight
	<b>Stabilization</b> spontaneous	spontaneous
	<b>Opening behaviour</b> spontaneous	spontaneous
<b>Big ears accelerated</b>	<b>1</b>	<b>1</b>
	<b>Entry</b> easy	easy
	<b>Recovery</b> spontaneous, quickly	spontaneous, quickly
<b>Supplementary remarks</b>		