TEST REPORT DHV 03 APCO KARMA L

Type Apco Karma L

Certificate-No DHV GS-01-1539-06

Holder of certificate Apco Aviation Ltd.

Manufacturer Apco Aviation Ltd.

Classification 1 GH

Winch tow Yes

Number of seats min / Number of 1 / 1 $\,$

seats max

Accelerator? Yes

Trimmers? No

Trimmers: NO			
	BEHAVIOUR AT MIN WEIGHT IN FLIGHT(100 KG)	BEHAVIOUR AT MAX WEIGHT IN FLIGHT(130 KG)	
Take off	1	1	
Inflation	evenly, immediately	evenly, immediately	
Rising behaviour	immediately comes over pilot	immediately comes over pilot	
Take off speed	average	average	
Take off handling	easy	easy	
Straight flight	1	1	
Roll damping	average	average	
Turn handling	1	1	
Spin tendency	slight	slight	
Control travel	high	high	
Agility	average	average	
Symmetric stall	1	1	

Deep-stall limit late > 75 cm late > 75 cm late > 80 cm late > 80 cm late > 80 cm lincrease in steering power high high high			
Increase in steering power high Front collapse 1 Pre-acceleration slight Opening behaviour spontaneous, delayed Asymmetric collapse 1 Turn tendency < 90 degrees Change of course 90 - 180 degrees Rate of turn slight Max. roll/pitch angle less than 45 degrees Loss of altitude slight Stabilization spontaneous Opening behaviour spontaneous Opening behaviour spontaneous Turn in opposite direction easy, no tendency to stall Opening behaviour spontaneous, quickly Full stall, symm. exit Spin out of straight flight Entry easy Spin tendency slight Exit turn continues through < 180 degrees I u I u Entry easy Spin tendency slight Exit turn continues through < 180 degrees Slight Loss of altitude slight Stabilization spontaneous Spontaneous, quickly Loss of altitude slight Spontaneous Spontaneous Spontaneous Spontaneous Spontaneous Spontaneous Spontaneous Spontaneous, quickly Exit turn continues through < 180 degrees	-		late > 75 cm
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Pre-acceleration slight Opening behaviour spontaneous, delayed spontaneous, quickly Asymmetric collapse 1 1 Turn tendency < 90 degrees < 90 degrees Change of course 90 - 180 degrees 90 - 180 degrees Rate of turn slight slight Max. roll/pitch angle less than 45 degrees less than 45 degrees Loss of altitude slight slight Stabilization spontaneous spontaneous Opening behaviour spontaneous spontaneous Countersteering an asymmetric collapse 1 Stabilization countersteering easy Control travel high high Control pressure increase high Turn in opposite direction easy, no tendency to stall Opening behaviour spontaneous, quickly Full stall, symm. exit 1 1 Spin out of straight flight 1 1 Spin out of straight flight 1 1 Spin out of turn 1 1 1 Spiral dive 1 1 Entry easy easy Spin tendency slight Exit turn continues through < 180 degrees Loss of altitude slight slight slight Lexit turn continues through < 180 degrees	Increase in steering power	high	high
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Asymmetric collapse 1 1 1 Turn tendency < 90 degrees < 90 degrees < 90 degrees	Pre-acceleration	slight	slight
Turn tendency < 90 degrees Change of course 90 - 180 degrees Rate of turn slight Max. roll/pitch angle less than 45 degrees Loss of altitude slight Stabilization spontaneous Opening behaviour spontaneous Stabilization countersteering easy Control travel high Turn in opposite direction easy, no tendency to stall Opening behaviour spontaneous, quickly Full stall, symm. exit 1 Spin out of straight flight Entry easy Spin tendency slight Exit turn continues through < 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees	Opening behaviour	spontaneous, delayed	spontaneous, quickly
Turn tendency < 90 degrees Change of course 90 - 180 degrees Rate of turn slight Max. roll/pitch angle less than 45 degrees Loss of altitude slight Stabilization spontaneous Opening behaviour spontaneous Stabilization countersteering easy Control travel high Turn in opposite direction easy, no tendency to stall Opening behaviour spontaneous, quickly Full stall, symm. exit 1 Spin out of straight flight Entry easy Spin tendency slight Exit turn continues through < 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees 90 - 180 degrees			
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Spin out of straight flight 1 1 Spin out of turn 1 1 Spiral dive 1 1 Entry easy easy spin tendency slight slight Exit turn continues through < 180 degrees through < 180 degrees	Opening behaviour	spontaneous, quickly	spontaneous, quickly
Spin out of straight flight 1 1 Spin out of turn 1 1 Spiral dive 1 1 Entry easy easy spin tendency slight slight Exit turn continues through < 180 degrees through < 180 degrees			
Spin out of turn 1 1 Spiral dive 1 1 Entry easy easy Spin tendency slight slight Exit turn continues through < 180 degrees through < 180 degrees	Full stall, symm. exit	1	1
Spiral dive 1 Entry easy easy Spin tendency slight Spin tendency slight Exit turn continues through < 180 degrees turn continues through < 180 degrees	Spin out of straight flight	1	1
Entry easy easy Spin tendency slight slight Exit turn continues through < 180 degrees through < 180 degrees	Spin out of turn	1	1
Spin tendency slight slight Exit turn continues through < 180 degrees degrees slight turn continues through < 180 degrees	Spiral dive	1	1
Exit turn continues through < 180 turn continues through < 180 degrees			
degrees degrees	Spin tendency	slight	slight
Sink rate after 720 °[m/s] 10 10	Exit		
	Sink rate after 720 ° [m/s]	10	10

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