



The Winged Monkeys team managed to get our hands on the new Apco-Lift EZ-R, the third generation of a renowned and reputable wing. We were particularly keen to try it because we both fly the first generation of Lift wings, and the time had come to choose a replacement.

First and second generations of the Lift are considered to be among the safest paramotor wings on the market. At the same time they have quite a high top speed of 37 mph with trimmers off and speedbar pushed out. This makes them truly universal, suitable for a variety of pilots from beginners to XC professionals.

In comparison with the first Lift wings, the second (Lift EZ) generation achieved a slower and more comfortable take-off and landing speed with no other major differences. We were looking forward to find out what has changed within the latest, third version of the Lift.

In considering a new wing our three main requirements were stability (safety), speed, and performance (glide ratio). These three factors don't usually come together; more often it's a safe and effective wing with low top speed, a fast, efficient but not very safe one, or a stable and fast wing that's not very efficient in terms of glide. The first and the second Lift generations were close to this third class and I was a bit sceptical

about real progress with new EZ-R, but after flying it I was impressed.

### **In general**

When you look at the EZ-R's canopy and the lines there is not much difference from the old one. The risers however are a massive step forward. They are slimmer and neater, and the new Neodymium brake magnets – of quite a complex shape – not only look fantastic but also do the job really well. Now you can take the brakes in hand and replace them back without thinking. I would like the brakes to be a bit softer (there is a hard plastic insert inside), but that's just a personal preference. Overall the new risers are a great improvement over the older style.

The layout of the sheathed lines is one of the simplest we've seen. This means fewer issues when taking off from dodgy long grass areas when flying XC. In addition they are easier to control and to look after than unsheathed lines.

### **Take-off and landing**

The take-off behavior is pretty much similar to a school type wing. The EZ-R has no tendency to overshoot and gives you time to correct any mistakes.

Take-off speed is still one of the lowest in its class. This is important, not only for the beginners just graduating from flight school but for us as an XC team as well. Often the take-off spaces at (eg) some secluded beaches are very limited and you want to be in the air as quickly as possible.

Landing is straightforward and couldn't be easier. In contrary to many fast wings where you have to catch the moment of deep braking to get the vertical and horizontal speed right, the Lift EZ-R's response to braking is very clear and predictable.

You can land with trimmers in either the closed or neutral positions and you don't need to get used to it - you just do it without thinking.





## Specification

Model	S	M	L
No. of cells	42	44	46
Span (projected, m)	9.15	9.65	10.17
Area (flat, m <sup>2</sup> )	25.8	27.5	29.2
Aspect ratio	4.90:1	5.10:1	5.32:1
Max. chord (m)	2.76	2.76	2.76
Glider weight (kg)	5.5	5.85	6.1
All-up weight range (kg)	70 - 100	85 - 120	110 - 140
Paramotor weight range (kg)	75 - 140*	100 - 165*	125 - 185*
Certification	DGAC/EN 926-1 only	DGAC/EN 926-1 only	DGAC/EN 926-1 test only
Guarantee		3 years/250 hours	
Price	£2,615	£2,685	£2,790

\* Higher load recommended for trike use

**UK importer:** Available through several outlets; for details go to [www.apcoaviation.com](http://www.apcoaviation.com)

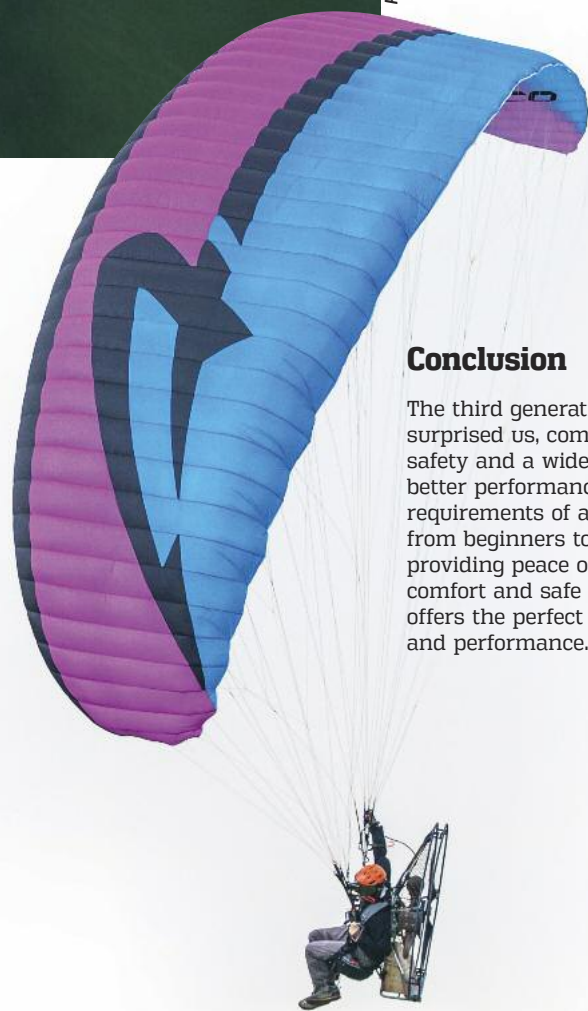
## Speed

Loaded up to 140kg, the top of the recommended range for paramotoring (S size), we measured 21 mph with the trimmers closed, 27 mph with the trimmers fully open and 36 mph with the trimmers open and speedbar pushed out – this last requiring only moderate effort, far better than the first generation of Lift speedbars. This is very close to what is claimed by the manufacturer and in my opinion covers 90% of applications – excluding Slalom! Of course anyone can achieve higher speeds by using small, high-performance wings designed for competition flying. However we do not endorse the trend for very small, fast-flying wings because safety is a primary matter in XC flying. In our view the balance of safety and speed offered by the EZ-R is outstanding.

## Performance

Herein lies our chief surprise. The chief indicator of the wing's performance is the power needed to keep it in the air, and the main indicator of this is the rpm of the motor. In comparison to my Lift M (28m), the new EZ-R S size (25.8m) requires far less power in horizontal flight. The difference – as much as 1,000 rpm – is a great contrast to the old series, especially when the speed bar is pressed out. Well done Apco! Lower fuel consumption means longer cross-country flights and less weight on your back.

Photo: Apco  
Photo: Jeff



## In flight

From the trinity of speed, safety and glide ratio, safety is the most important. One of our flights was in quite rough conditions with 13 - 18 mph wind and strong turbulence. The EZ-R retains the Lift character of being very calm and predictable in turbulence and only moderate pilot inputs are required. In terms of the pilot's comfort – how much information is transferred to the harness – it is one of the most reassuring wings we ever have flown.

At the same time the wing is agile enough, and wingovers and spirals are predictable and easy to perform. It is not as responsive to steering input as Apco's Force or NRG XC wings, as befits its calm character. However there is one tip to increase the agility, which we figured out from flying the first Lift generation but is applicable to the EZ-R too. It is the combined use of the main and small brakes. To get the most of the wing's potential agility you can use the small (ears) and main brakes at the same time. Be aware that this combination must be used with trimmers fully closed or in neutral only.

## Conclusion

The third generation of Lift wings surprised us, combining uncompromised safety and a wide speed range with much better performance. The EZ-R will meet the requirements of a broad range of pilots, from beginners to those flying XC, while providing peace of mind in terms of comfort and safe flying. In our opinion it offers the perfect balance of safety, speed and performance.