



APCO



ADMINISTRATION: Israel
DESIGN: Israel
MANUFACTURE: Israel

This isn't a minimalist wing. 3.1 kg is, on the other hand entirely correct given the double surface as well as the number of rods and reinforcements. The trailing edge is, moreover, pretty taut.

FIRST TEST

APCO HYBRID: AMAZING

Apco, one of the pioneers of new technology used in paragliding, brought out their hybrid in the spring of 2018, a single skin with a double leading edge, made from Porcher Skytex 32 and 27.

The EN B wing (very close to EN A) is aimed at beginners, intermediate pilots and walkers...

The hybrid concept compensates for the typical faults in single skins. We have started to test the size 22 model.

First observation, the construction is fairly complex, integrating rods even in the back part of the wing. Therefore, its weight isn't going to be revolutionary: 3.1 kg in this size. Looked at from this angle, you would therefore doubt the soundness of the concept... The volume when folded, on the other hand, remains fairly small.

However, it is, above all, the behaviour in flight which interests Apco. And there, it has to be said, this wing is amazing. During take-off, it is a typical single skin: it comes up all by itself and is comparable to an 'open' single skin. It positions itself very nicely above the pilot.

The load take-up is better than on a classic single skin, a positive point which will be useful on a paramotor too!

The best of both worlds?

Photo : Apco



Apco promise lots of stability in pitch as well as in roll, thanks to, amongst other things, a reflex effect in the profile. The stability is indeed amazing. In addition, this wing doesn't have any of the small jerky movements of a classic single skin.

The wing is fairly incisive when entering a thermal, whilst nicely keeping the same pitch. Conforming to their promises, the very little effort required through the controls, makes it very comfortable and efficient to fly, despite being very roll stable, which is, in part, due to the walls not having a lower surface. However, this stability doesn't prevent you doing nice wingovers if you can find the right rhythm. Using thermals is, in any case, very easy and safe, including in turbulence.

It really is a paraglider for carefree thermaling. Coming out of thermals, there is never any significant pitch forward.

Only its maximum speed prevents it from being used to fly significant distances. The figures point to 47 km/h; we stayed at about 5 km/h less than that, measurements which we will need to confirm.

But in any case, it goes forward much better into wind and in gusts than classic single skins, which often have difficulty penetrating.

So, the first impressions were very good, even surprising. A very flexible wing, one to keep an eye on...

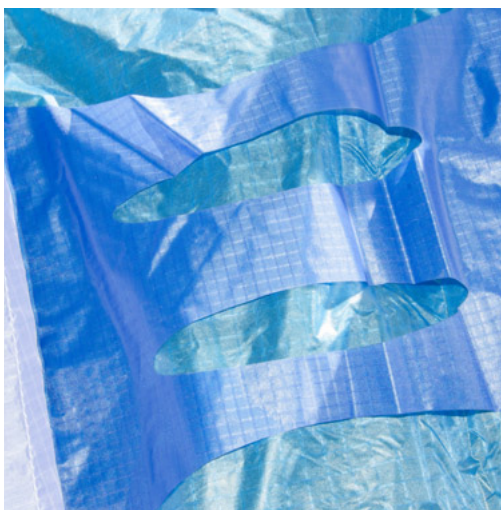
By Sascha Burkhardt



The lines are sewn inside the cells



A complex leading edge.



Reinforcements at the back. There are rods elsewhere too.



Lots of anchor points.

APCO HYBRID TECHNICAL DATA			
MANUFACTURER : APCO			
Web : https://www.apcoaviation.com/hybrid_pg/			
DATE	2018	2018	2018
SIZE	S	M	L
CELLS	48	48	48
FLAT SURFACE AREA [m²]	20	22	24
FLAT WINGSPAN [m]	10.1	10.6	11.0
FLAT ASPECT RATIO	5.1	5.1	5.1
ALL UP WEIGHT [kg]	55-75	70-90	85-105
PTV MOTEUR [kg]	70-95	85-110	100-125
WEIGHT OF THE WING [kg]	3.0	3.1	3.2
FREE FLIGHT CERTIFICATION	EN B	EN B	EN B
FF CERTIFICATION LAB	AIR TRQ.	AIR TRQ.	AIR TRQ.
PPG CERTIFICATION	DGAC*	DGAC*	DGAC*

Materials: * in progress
 Porcher Skytex 38, Skytex 27