

you always
remember
your first...

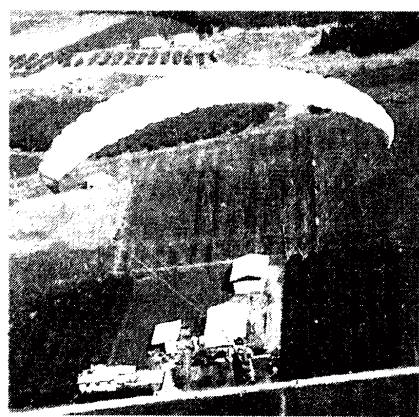
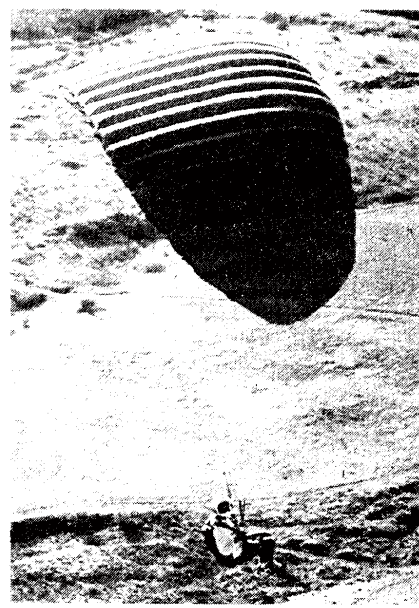
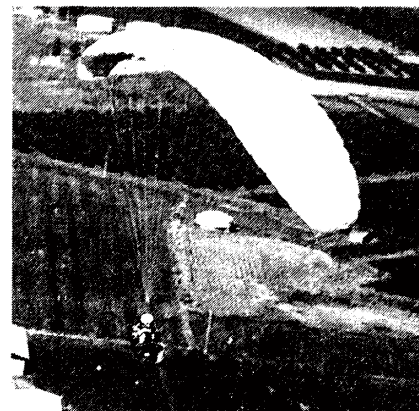
Drima

Designed for the
Beginner to
Intermediate
Pilot

Safe,
Reliable,
Forgiving

Big Ear
+ B Stall
Facilities

3 Riser
and
Foot
Accelerator
Speed
System
as Standard



TECHNICAL DATA	22	24	27	30	33
Cell	26	27	28	29	30
Area m ²	22.5	24.5	27.5	30.5	33.5
Area projected m ²	20.4	21.5	22.5	23.5	24.5
Span (incl. stabilizer) m	8.5	9.05	9.66	10.26	10.86
Span (projected) m	7.56	7.9	8.67	9.4	10.1
A/R	2.22	2.36	2.65	2.94	3.2
A/R (projected)	2.6	2.91	3.11	3.36	3.56
Pilot weight, Kg (hooking)	50-65	60-78	70-90	80-100	95-120
V trim km/h	31	31	31	31	31
V max km/h (incl. speed system)	39	39	39	39	39
Min. sink m/beat pilot weight	-1.4	-1.4	-1.3	-1.3	-1.3
Lines - top Kevlar diam. 1.7mm	150Kg	150Kg	150Kg	150Kg	150Kg
Lines - bottom Kevlar diam. 1.7mm	150Kg	150Kg	150Kg	150Kg	150Kg
Length of lines to B, with out Valries m	5.34	5.34	5.79	5.79	6.2

• Sail cloth Ripstop 46gr/m² zero porosity nylon • Rib reinforcement Mylar 180gr/m²
• CERTIFICATION : APCUL

The right to change prices, specifications or equipment
at any time without notice is reserved.

Development Team and Test Pilot:
Rick Goodyear - Apollo Test Pilot
Oleg Gzhennov - Aeronautical Engineer
Lar Nagovathov - Engineer
Ronald Lussage - Engineer

Head of Development Team:
Anatoly Cohn M. Sc.

APCO Aviation Ltd.

Setting Future Standards

MAIL: P.O.B. 2124, HOLON 58121, ISRAEL Email: apco@netvision.net.il
FACTORY: 7, CHALAMISH ST., CAESAREA INDUSTRIAL PARK, 38900 ISRAEL
TEL: + 972 - 6 - 6273727 Fax: + 972 - 6 - 6273728

PRIMA / 22 / 24 / 27 / 30 / 33

MANUAL

CONTENTS

1.	General Description and technical data	3
2.	Construction	5
3.	Material	5
4.	Preflight inspection	5
5.	Lines	6
6.	Trimming	12
7.	Harness	12
8.	Spreading	14
9.	Take-off	15
10.	Flight	17
11.	Landing	18
12.	Dangerous Situations.....	19
13.	Packing	20
14.	Maintenance	20
15.	General Advice	21

GENERAL DESCRIPTION AND TECHNICAL DATA

Congratulations upon your choice of APCO Aviation's "PRIMA" paraglider.

The Prima is a beginner intermediate paraglider and due to its flying characteristics, it is classified as one of the best gliders for both beginner pilots and recreational flying.

Prima

Technical specifications	22	24	27	30	33
Cells	20	21	23	25	27
Area m2	22.5	23.9	26.7	29.4	32.14
Area (projected) m2	20.4	21.5	23.9	26.3	28.6
Span (not incl. stabilizer) m	8.51	8.96	9.86	10.76	11.65
Span (projected) m	7.56	7.9	8.62	9.4	10.1
A / R	3.22	3.36	3.65	3.94	4.2
A / R (projected)	2.8	2.91	3.11	3.36	3.56
Pilot weight, Kg (hook in)	50-56	60-78	70-90	80-100	95-120
V-trim, km/h	31	31	31	31	31
V max, km/h incl. speed system	39	39	39	39	39
Min sink, m/s opt pilot weight	>1.4	>1.4	>1.3	>1.3	>1.3
Lines: top Kevlar diam. 1,7mm	150kg	150kg	150kg	150kg	150kg
bottom diam. 1,7mm	150kg	150kg	150kg	150kg	150kg
Length of lines on B, without V-lines m	5.34	5.34	5.79	5.79	6.2
Sail cloth: Ripstop 46 gr / m2 "zero proosity", nylon					
Rib reinforcement Mylar 180 gr / m2					
Certification	—	Acpuls 12A	Acpuls 12A	— standard	—

Type of Glider :

Production number :

Production date :

Colours :

Dealer name :

Date of sale :

Date of inspection :

WARNING : This is not a training manual. It is extremely dangerous to yourself and others to attempt to fly this or any paraglider without completing a flying course given by a qualified instructor.

The gliders are carefully manufactured and inspected by the factory. Use the glider only as described in this manual. Do not make any changes to the glider.

THE RIGHT TO CHANGE SPECIFICATIONS AND OR DATA AT ANY TIME WITHOUT NOTICE IS RESERVED.

AS WITH ANY SPORT - WITHOUT TAKING THE APPROPRIATE PRECAUTIONS, PARA-GLIDING CAN BE DANGEROUS!

DISCLAIMER OF LIABILITY

Taking into consideration the risk inherent in Paragliding, it must be expressly understood that the Manufacturer and the Seller do not assume any responsibility for accidents, losses, direct or indirect damage following the use or the misuse of the product.

APCO AVIATION LTD. is engaged in the manufacture and sale of hang gliding, paragliding, motorized hang gliding and ultralight equipment. This equipment should be used only under proper conditions after proper instruction from an experienced instructor. APCO AVIATION LTD. has no control over the use of this equipment, and persons using this equipment assume all risks of damage or injury.

APCO AVIATION LTD. disclaims any liability or responsibility for injuries or damages resulting from the use of this equipment.

2. CONSTRUCTION

The Prima is constructed from a top and bottom surface which are connected by "ribs".

One top and one bottom panel, together with the connecting ribs is called a cell. The Prima 24 contains 21 cells, the Prima 27 contains 23 cells.

Each cell has an opening on the front lower part. The cells fill with air under pressure. The air pressure in the entire paraglider is equal, due to identical openings in the ribs.

When the cells are air filled, the ribs hold the top and bottom surfaces in the exact shape required. The mylar reinforcement in front of the ribs guarantees the form of the leading edge of the glider.

On either side, the Prima has a stabilizer which provides more stability.

The lines are connected to the ribs.
The front part of the ribs is reinforced by mylar to keep the leading edge in constant shape.

3. MATERIAL

The glider is made from highly tear resistant Ripstop Nylon cloth, which is P. U. coated to zero porosity and makes the fabric greatly resistant to the elements.

The cloth for the top and bottom panels, and the ribs, are of different types due to their different functions.

The lines are made of Kevlar covered with polyester protection (jacketing).

The carabiners are made of stainless steel.

4. PREFLIGHT INSPECTION

To check the glider, it must be spread open. See chapter 8 of this manual.

With a new glider, the following points should be checked:

- the connection points between the harness and glider.
- that there are no twisted lines
- brake (steering line) adjustment - The way the brake line should be adjusted is to be taut when the paraglider is inflated over your head, but not so much that it pulls the trailing edge of the paraglider down when it's flying in a state of "HANDS OFF". (Brake line is attached to V-Lines by Velcro).

The glider must be checked regularly. In order not to overlook anything, we recommend checking in a systematic manner always following the same procedure: from bottom to top.

These are the points to look out for:

- a. Damage to lines, webbing and thread on stitching lines of the harness and V-lines.
- b. The condition of the stitching lines and of the brake lines.
- c. If Carabiners are damaged or not fully closed.
- d. Sewing and condition of the lines and connection of lines.
- e. Damage to connection points of lines to glider.
- f. Damage to ribs.
- g. Damage of panel material, or sewing connections.

5. LINES

The pilot's harness is connected to the glider by lines which are connected to the ribs of the glider. One line is connected to each stabilizer.

The lines are divided into two levels. The top level lines are connected to the glider and the bottom level lines. The bottom level lines are connected to the harness and the top level lines.

Four groups of lines are connected to the harness on each side: front, centre, rear and brake lines; the brake lines are also called "steering lines" or "control lines".

MAINTENANCE AND LINE SERVICE:

Kevlar lines are known to be sensitive to the influence of the elements. They must be carefully inspected periodically:

1. It is mandatory to change the bottom A & B lines on every paraglider, once a year or every 100 hours of flight, whichever comes first.
2. Every six months one A or B bottom line must be tested for minimum 60% of the rated strength of the line (see specifications). If the line fails -all the A & B bottom lines must be changed.
3. Towing, Schooling and Tandem flights:

Our paragliders are manufactured for recreational flying. Professional use of gliders such as towing, schooling and tandem flying requires more frequent line inspection and possible replacement of A & B bottom lines with heavier lines.

	2'	2"	4	6	8	10	12	14	16	18	St.
A	1320	1320	1320	1320	1355	1300	1355	1355	1285	1310	4920
	A1			A3		A5			A7		
	4000			4000		4000			4000		
B	1320	1320	1320	1320	1355	1300	1355	1355	1285	1295	4870
	B1			B3		B5			B7		
	4045			4045		4045			4045		
C	1320	1320	1320	1320	1355	1300	1355	1355	1285	1295	
	C1			C3		C5			C7		
	4075			4075		4075			4075		
D	1320	1320	1320	1320	1355	1300	1355				
	D1			D3		D5					
	4150			4150		4150					
Br				2910	2840	2750	2760	2820	2880	3050	
							Br				
							3100				


Material - Kevlar Lines :

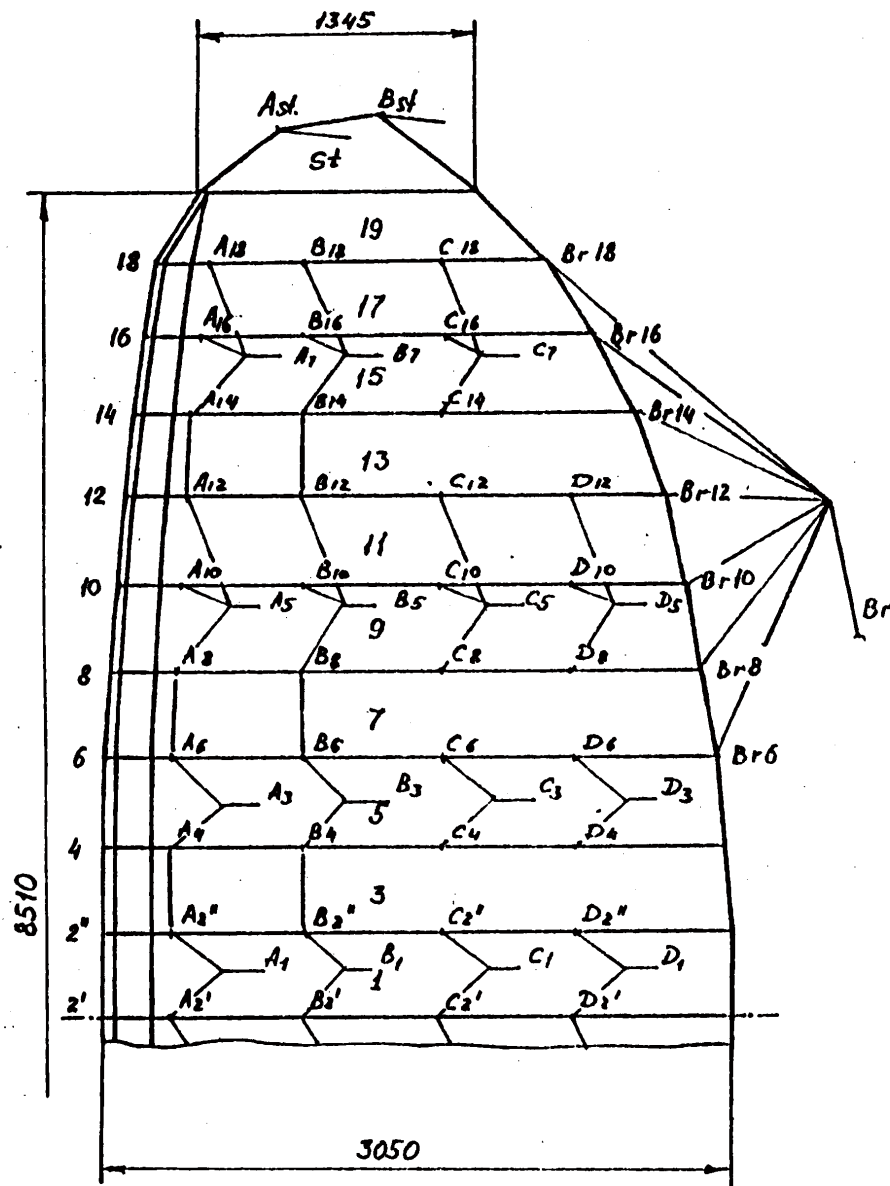
Top - 120 kg;


Bottom - 120 kg.

Brakes: Top - dineema - 80kg;

Bottom - polyester - 120kg.


drawn by <i>Ler Manouvakhov</i>	part No	toll	quantity per glider
date - <i>15.05.95</i>	name <i>Table of Length of Lines</i>		drawing No
scale -			<i>PR.01.22.022.</i>
approved <i>Anatoly Cohn</i>			
APCO Aviation LTD. 		product <i>PRIMA-22</i>	

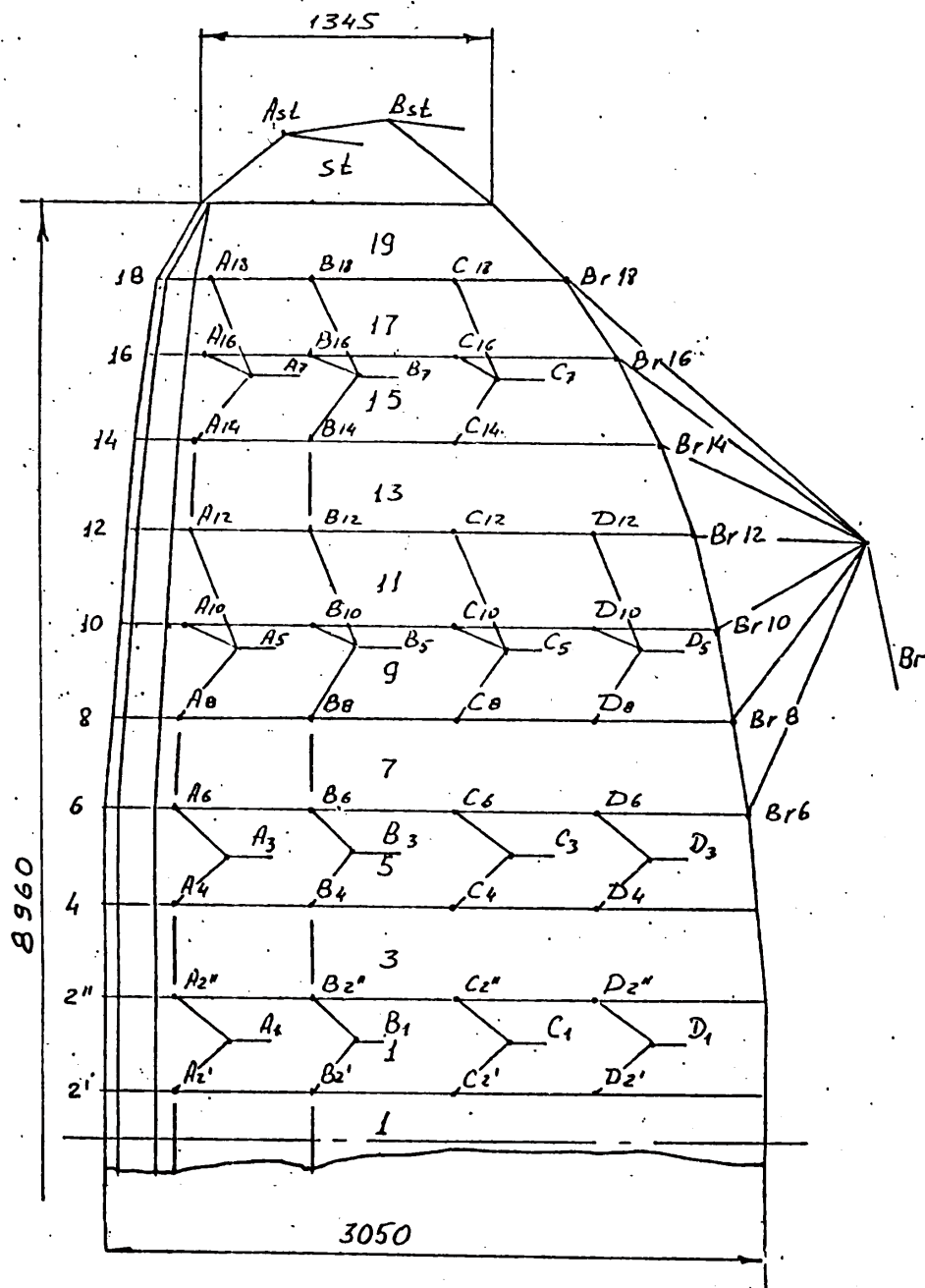



drawn by <i>Lev Manouvakhov</i>	part No	toll	quantity per glider
date <i>15.05.95</i>	name	<i>Sketch of Lines</i> drawing No <i>PR.01.21.022</i>	
scale <i>-</i>			
approved <i>Anatoly Cohn</i>	product <i>PRIMA-22</i>		
APCO Aviation LTD. 			

	2'	2"	4	6	8	10	12	14	16	18	Σ.
A	1320	1320	1320	1320	1355	1300	1355	1355	1285	1310	4920
	A ₁		A ₃			A ₅			A ₇		
	4000		4000			4000			4000		
B	1320	1320	1320	1320	1355	1300	1355	1355	1285	1295	4870
	B ₁		B ₃			B ₅			B ₇		
	4045		4045			4045			4045		
C	1320	1320	1320	1320	1355	1300	1355	1355	1285	1295	
	C ₁		C ₃			C ₅			C ₇		
	4075		4075			4075			4075		
D	1320	1320	1320	1320	1355	1300	1355				
	D ₁		D ₃			D ₅					
	4150		4150			4150					
Br				2910	2840	2750	2760	2820	2880	3050	
							BR				
							3100				

Material-Kevlar lines:
 Top lines- 90kg;
 Bottom - 120kg;
 Brakes: Top-dyneema-80kg;
 Bottom-polyester-120 kg.


drawn by <i>Lev Manouvakhov</i>	part No	toll	quantity per glider
date <i>10.02.93</i>	name <i>Table of length of lines</i>		drawing No <i>PR.01.22.024</i>
scale <i>-</i>			
approved <i>Anatoly Cohn</i>			
APCO Aviation LTD. 		product <i>PRIMA-24</i>	

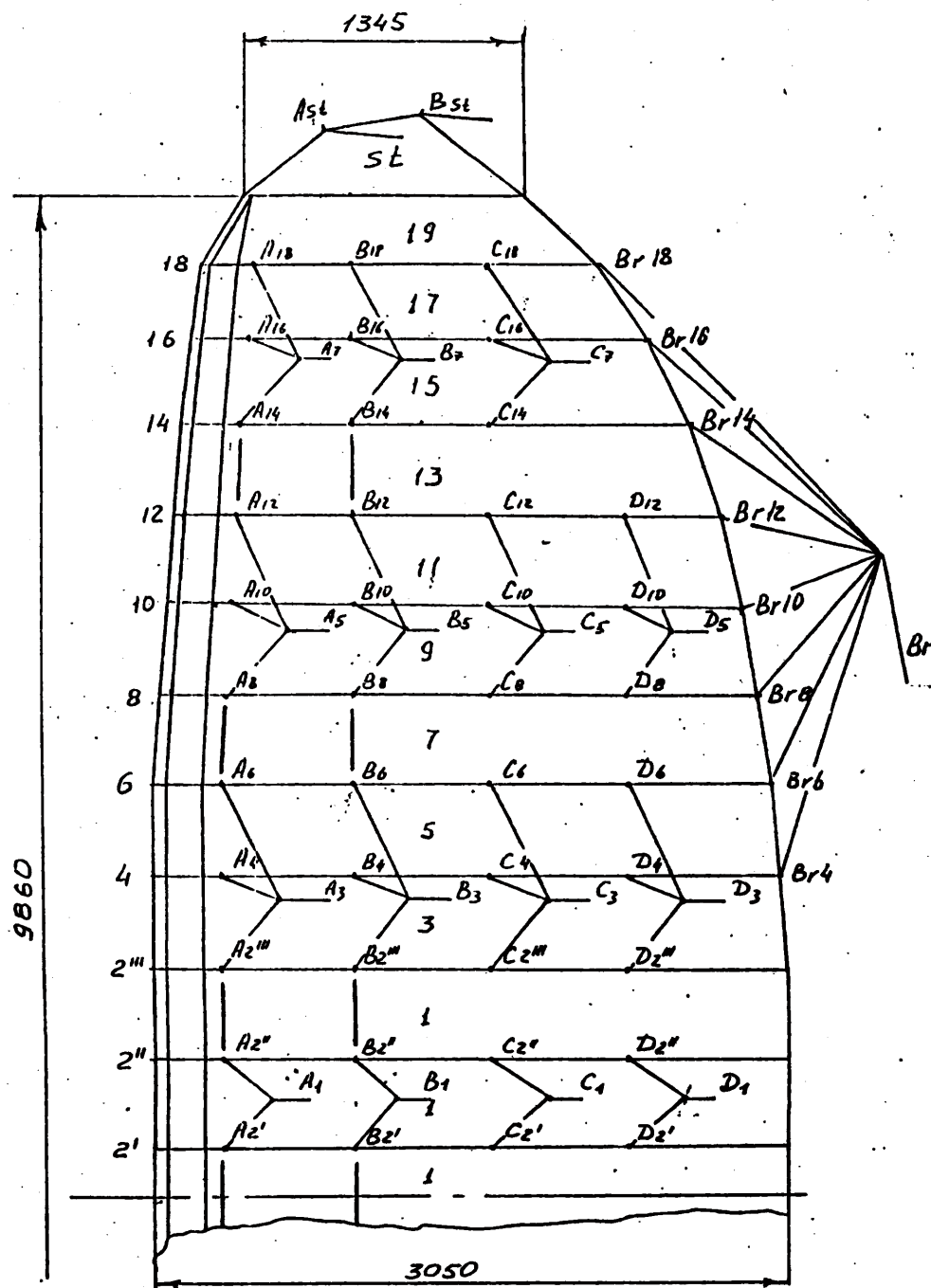


drawn by <i>Lev Manouvakhov</i>	part No 1	toll	quantity per glider
date <i>10.02.93</i>	name <i>Sketch of lines</i>		drawing No <i>PR.01.21.024</i>
scale <i>-</i>			
approved <i>Anatoly Cohn</i>			
APCO Aviation LTD. 		product <i>PRIMA-24</i>	

	2'	2"	2"	4	6	8	10	12	14	16	18	St.
A	1365	1355	1355	1300	1355	1355	1300	1355	1355	1285	1310	5260
	A ₁	4450		A ₃			A ₅			A ₇		
				4450			4450			4450		
B	1365	1355	1355	1300	1355	1355	1300	1355	1355	1285	1295	5240
	B ₁	4495		B ₃			B ₅			B ₇		
				4495			4495			4495		
C	1365	1355	1355	1300	1355	1355	1300	1355	1355	1285	1295	
	C ₁	4525		C ₃			C ₅			C ₇		
				4525			4525			4525		
D	1365	1355	1355	1300	1355	1355	1300	1355				
	D ₁	4600		D ₃			D ₅					
				4600			4600					
Br				2970	2920	2870	2830	2870	2950	3000	3110	
								BR				
								3530				

Material - Kevlar lines:
 Top lines - 90kg;
 Bottom - 120kg.
 Brakes: Top - dyneema - 80kg;
 Bottom - polyester - 120 kg

drawn by Lev Manouvakhov	part No	toll ±5	quantity per glider
date 10.02.93	name Table of length of lines		drawing No
scale -			PR.01.22.027
approved Anatoly Cohn			
APCO Aviation LTD. 		product	PRIMA-27



drawn by Lev Radovsky

part No 1

toll

quantity per glider

date 10.02.93

name

Sketch of lines

drawing No

PR.01.21.02

scale

approved Anatoly Cohn


APCO Aviation LTD.

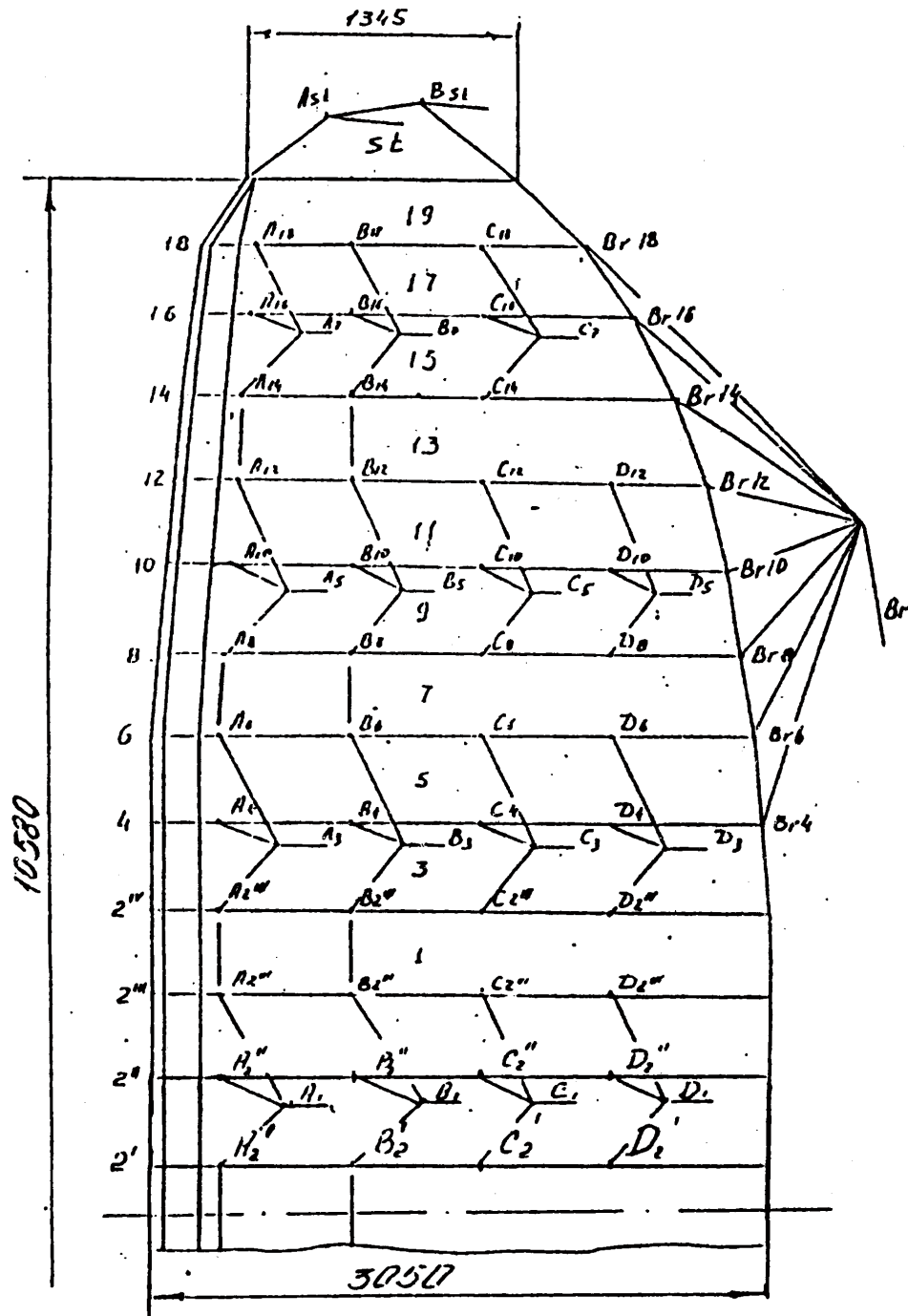



product

PRIMA-27

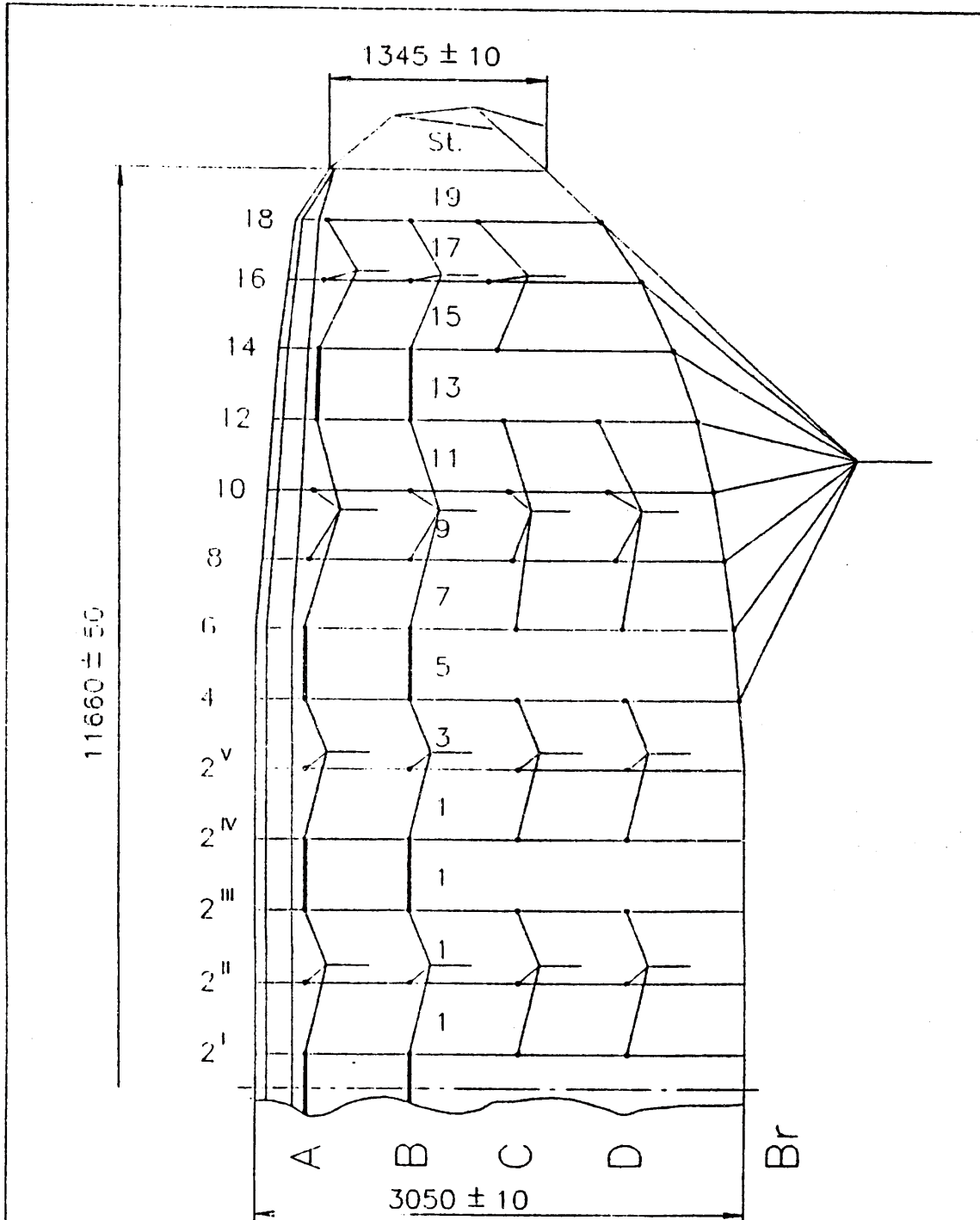
[illegible]

drawn by <i>Lev Manouvakhov</i>	part no	toll ± 5	quantity per glider
date <i>10.02.93</i>	name <i>Table of length of lines</i>		drawing No <i>PR.01.22.027</i>
scale <i>-</i>			
approved <i>Anatoly Cohn</i>			
APCO Aviation LTD. 		product <i>PRIMA-30</i>	



drawn by <i>Lev Radovsky</i>	part 11a /	toll	quantity per glider
date <i>10.02.93</i>	name		drawing No
scale <i>-</i>	<i>Sketch of lines</i>		<i>PR.01.21.021</i>
approved <i>Antoly Cohn</i>			
APCO Aviation LTD. 		product <i>PRIMA-30</i>	

11d



Drawn by	Part N	Toll	Quantity per glider
Date	Name		Drawing N
Scale	Sketch of lines		PR.01.21.032
Approved	Anatoly Cohn	Product	PRIMA 33
APCO Aviation LTD.			

6. TRIMMING

The Prima has fixed V-lines which combines the best glide angle and best launch behavior, equipped with accelerator foot steer up.

Trimming of the brake line on a new glider: Before the first flight, steering (control) lines should be checked for correct length and trimmed if necessary. A secure knot should join the brake line to the brake handle.

7. HARNESS

There are several types of harnesses. Only a harness of standard length, with certification, should be used.

We recommend one of our harnesses, which are today widely in use with our paragliders.

8. SPEED SYSTEM

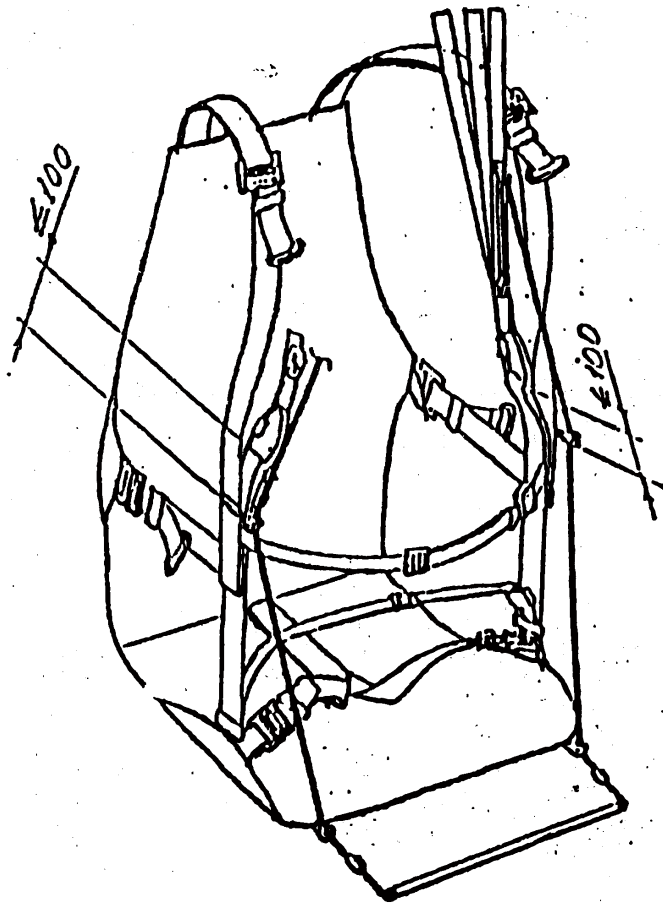
The prima is equipped with a foot Steer Up Speed System. By pushing the Steer Up the pilot swings the whole profile of the paraglider into a flatter angle of attack, without destroying the profile. This creates an efficient acceleration and keeps the paraglider stable, even while flying at maximum speed.

The system enables the pilot to variate the flying speed any time, at his choice, without letting his hands off the brakes. Releasing the Steer Up will bring the glider immediately back to the Trim Speed.

APCO recommends performing flight at the recommended Trim Speed. Do not use the Speed System in turbulent air or unless you are an experienced pilot and you have gradually learned the behavior of the paraglider at its different speed settings.

The Prima Speed System can be used with any certified harness if it is equipped with 4 pulleys. The two upper pulleys should be close to the hook-up point of the harness (see drawing no. 1). The two lower pulleys should be placed near the front of the seat board. The length of the main ropes must be individually adjusted to the type of the harness and the length of the pilots' legs. Caution must be taken always that the Speed System cannot be activated in normal flight (for example by adjusting the main ropes too tightly).

Aluminium Steer Up should be assembled in a way that it is as close as possible to the board of the harness when it is not activated. This will insure that full range of accelerator system can be employed achieving maximum speed from the glider. When accelerator is fully stretched, the V-line should be pulled down all the way until top and bottom pulley in the V-line meet.



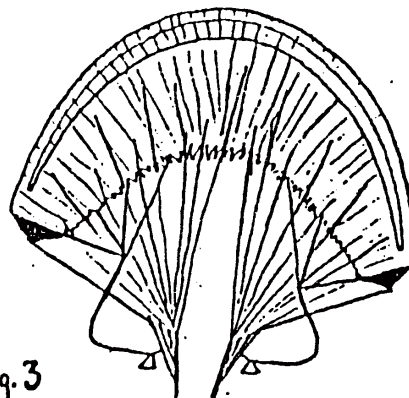
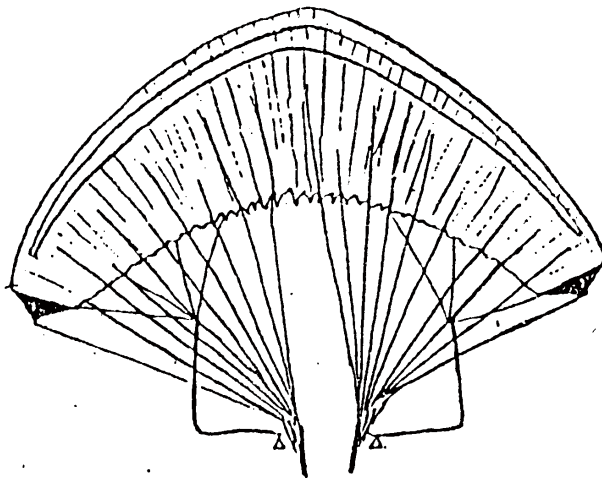
Connecting the Speed System to the Harness:

1. Hook the V-lines into the main carabiners of your harness.
2. Ensure the main rope is not twisted with the V-line or the harness.
3. Place the V-line on your shoulder
4. Now bring the end of the main rope first through the upper and then through the lower pulley of your harness. Do the same on the other side V-line.
5. Hook in the Aluminium Steer Up in the loops of the main ropes (left and right), and close the carabiners.
6. Re-check the complete System.

8. SPREADING

To check the glider, and before every flight, the glider should be spread out on the ground.

- a. Spread the glider, face down, on the ground. The air openings should point to the uphill side. Place the harness of the glider behind the centre panel.
- b. Spreading the lines. Divide the lines into eight pairs: front, centre, rear and brake lines; left and right. When laying out the lines, make sure the different lines from the groups aren't tangled. Place the front lines on the centre and rear lines. Place the brake lines in a curve, separated from the other lines.



CAUTION

- Do not twist the harness and lines around each other.
- Take care that the lines do not lie under the glider.
- c. Place rear sides of the glider partially together. The glider should appear "horse-shoe" shaped.

This method of 'radius-like' spreading of the glider ensures equal tension to the front lines and enables easier lifting. In stronger winds, push the glider closer together, see fig. 3.

- d. Putting on the harness. The pilot should stand close to rear of glider when putting on the harness, otherwise the glider will move. Put on helmet. Check buckle of harness, and ensure brake lines are free.

The most common reason for a poor take off is a badly spread glider.

9. TAKE-OFF

Before each take-off, a launch check must be carried out as follows:

- a. Front openings of the glider should be open and lying in a curve.
- b. Ensure that lines are free.
- c. V-lines should be on the forearms or shoulders and not twisted around the brake lines.
- d. Check wind strength and direction.
- e. Check freedom of air space.

"Take-off" - Hold front V-lines and brake lines in the hands. Place centre and rear V-lines on the shoulders.

Now the pilot must carefully inflate the glider while accelerating forwards, pulling on the front V-lines. Pay attention that both sides of the glider are completely air filled and symmetrically erected. At this stage the glider can be corrected and the entire "take-off" procedure can be stopped and repeated.

A TAKE-OFF SHOULD NEVER BE ATTEMPTED WITHOUT THOROUGH CHECKING.

The following corrections are possible:-

If the glider moves to the side and does not stand straight above the pilot, this can be corrected by moving sideways under the glider. The pilot must follow the glider!

If the outside cells are not fully air filled, the pilot should pump with the brake lines; whilst doing so, he should release the front V-lines. By thus pumping, the pressure inside the glider will be raised and the cells filled.

If the glider moves from the planned starting direction, the pilot can correct this by pulling the brake line on one side to compensate for its movement .

Lastly - check that all cells are open.

Only after this should the pilot decide to launch and increase his downhill speed.

When the glider passes in front of the pilot, he should pull the brake lines lightly.

BEGIN FLYING ONLY WHEN THE GLIDER IS FULLY AIR FILLED.

Reverse Launch (Breezy Conditions) Procedure

In order to successfully inflate the canopy + prevent "overshooting", please follow the following recommended steps:

1. Hold risers A in each hand.
2. Hold the brake handles in your hands together with A risers.
3. You can wrap the brake line once or twice around your palm; shortening them. The number of wraps depends on how you like the brakes adjusted.
4. Proceed with launching in reverse now, in order to inflate the canopy, and stabilize it over your head.
5. Turn around and proceed with take off.

At maximum running speed, the pilot can pull both brake lines between 25% and 50%. The glider will then create more lift and pull the pilot, who has continued accelerating. When airborne, the pilot can release the brake lines slowly in order to increase speed.

10. FLIGHT

Flight speed is dependant upon the amount of brake the pilot uses.

At 0% brake: Brake lines are without tension. The Prima will fly at trim speed.

At 25% brake: Speed will be approximately 30 km/h, this is the speed of the best glide angle.

At 50% brake: Hands are around breast height. The glider will fly with minimum sink at a speed of approximately 25 km/h. (When pulling the brake line, beware of stalling).

When the pilot pulls down the brakes completely (100%), the glider will stall, become unstable and the sink speed will increase. If the glider stalls, there is a danger that it will partially fold together. Sufficient height is needed to compensate for this. Only very experienced pilots should attempt to make full brake in the air and only with the use of an emergency parachute .

After a stall, the brake lines should be released slowly, otherwise the glider will accelerate quickly with extreme sink speed

Depending on the individual pilot; the brake handles will be slightly higher or lower. The pilot must adjust them accordingly.

Thermal flying. In a Thermal it is important to fly slowly and to make as short a turn as possible. To reduce speed and to obtain optimum sink rate, the brake handles should be at breast height. By this method of flying, the pilot can make very short, flat turns by releasing the outside brake while at the same time, pulling on the inside brake.

Soaring. The lift area in front of a hill or mountain, when there is a wind, is usually quite strong. The pilot can fly more dynamically and faster.

High wind flying.

DO NOT launch in wind stronger than 25 km/h.

In extreme weather, or through pilot error, the Prima can enter into an unstable sink flight, also called deep stall. This can be recognized by almost vertical decent and very low airspeed. The glider will recover automatically. To recover quicker from such a stall, the pilot must brake sharply on both sides or pull on the front V-lines.

The Prima will unfold without pilot intervention from a half or complete fold within 4 seconds. To unfold the glider quicker the pilot should perform the following:

When one side of the glider partially folds together, then the pilot should immediately brake carefully on the opposite side and pump the folded side free.

When the front side of the glider folds together as a result of intensive turbulence - react by pulling down quickly and sharply on both brakes. The front side will open immediately.

11. LANDING

Before landing, the pilot should check the wind direction, which can be seen by smoke, flags or the speed of the glider in comparison to the ground.

At a safe height the final part of the flight must begin. The pilot should head straight into the wind towards the landing field. By gently braking or by making small S-curves, the exact landing point can be chosen.

At the final height of 20 meters, descent should, preferably, be made at almost full speed. At a height of 2 - 3 meters, the landing should be achieved by using full brake. The vertical and horizontal speed should be at zero at the moment the pilot touches the ground.

12. DANGEROUS SITUATIONS

a. Steering Not Functioning

If the pilot cannot reach the steering lines for any reason, or if they are not functioning properly, (for example: if they have been broken after damage) - use an alternative method of steering by pulling the rear V-line. Steering in this way is much slower than normal, so special attention must be paid to the landing. Landing should not be attempted any higher than 3 meters above ground level because of the danger of stalling.

b. Strong Turbulence

Continue flying by pulling the brake 30% down in order to increase the air pressure inside the glider and its angle of attack.

c. Tree Landings

If it is not possible to land in an open clearing, steer towards the tree and sink downwards toward it, protecting your face with your hands, while keeping elbows pressed to the body. Secure yourself to the tree with the lines. Descent from the tree involves danger - wait for assistance. After a tree landing, all lines must be re-measured.

d. Water Landings

As you approach landing, release the harness from all its buckles, except one leg. Just before hitting the water, release the remaining leg buckle. Swim away from the harness and glider to avoid entanglement.

13. PACKING

Put the glider, completely unfolded, upside down on the ground. Separate lines to left and right sides of the glider. This enables easier removal of the harness.

Fold the glider alternatively from right and left sides, working towards the middle. Press out the air, beginning at the rear towards the front of the glider. Roll or fold the glider together until desired size. Put the harness on the glider and place both together in the bag.

14. MAINTENANCE

For safe flying, it is important to keep the glider in good condition.

Cleaning

Cleaning should be carried out with water and, if necessary, with soft soap. If the glider comes in contact with salt water, clean thoroughly with sweet water.

Storage

The glider should be stored in a cool, dry place. A wet glider should first be dried, preferably in a dark place. Protect the glider against sunlight (U.V. radiation). Never store the glider near paint, petrol or other chemicals.

Damage

Tears in the sail (up to 5 cm.) can be repaired by using dual sided spinnaker repair tape. Greater damage should be repaired by a professional repairer.

15. GENERAL ADVICE

THE GLIDER SHOULD BE CHECKED EVERY YEAR BY A QUALIFIED COMPANY OR PERSON!

The glider is carefully manufactured and checked by the factory. Never make changes to the glider or to the lines. Changes can make flying dangerous and will not improve flying performance.

Do not put the glider in direct sunlight when not necessary, in order to protect the cloth against U.V. radiation.

If you have any questions, please contact your dealer.

If you have any doubts about flying conditions - do not take off.

Lastly, be equipped with A CERTIFIED EMERGENCY CHUTE on every flight.

APCO wishes you many hours of enjoyable flying!

FLY FREE - FLY SAFE

30/03/93

C

[illegible]

AERO - TESTS	catégorie/category	standard
	No. de conformité aux normes Reference number standards S52308 / S52309	98031881 AP
	date d'enregistrement date certified	18 / 3 / 98
CONSTRUCTEUR MANUFACTURER	APCO AVIATION LTD.	
MODELE	PRIMA II	30

Configuration lors des tests / Configuration during the tests

Poids total volant mini Minimum flying weight	80	Kg	Type de hamais Type of harness	SEMI STABLE
Poids total volant maxi Maximum flying weight	100	Kg	Constructeur Manufacturer	APCO AVIATION
Poids du modèle Weight of the model	5.8	Kg	Modèle Model	CONTOUR
No. d'élèveur No. of risers	4		Réglage de la ventrale Chest strap adjust	(Cm) 42
			Hauteur assise / maillon Seat / maillons distance	(Cm) 42

Accessoires/Accessories

Débattement de l'accélérateur Range of speed bar	16	Cm
Débattement des afficheurs Range of trimmers	sans afficheurs / No trimmers	Cm
Plage de vitesse aux commandes Brakes speed range	15	Km/h
Plage de vitesse avec accessoires Range with accessories	25	Km/h
Révision Check every	100h/Annuelle-100 Flying H/ year	
Attention: avant utilisation lire le manuel de vol Warning: before use refer to the users manual		

Tests de conformité réalisés par / Conformity tests carried out by
AERO - TESTS

6 chemin de camperousse 06130 - GRASSE - FRANCE



Setting Future Standards

MAIL: P.O.B. 2124, HOLON 58121, ISRAEL

FACTORY: 7, CHALAMISH ST., CAESAREA INDUSTRIAL PARK, 38900 ISRAEL

TEL: + 972 - 6 - 6273727 Fax: + 972 - 6 - 6273728

Email: apco@netvision.net.il