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WORLDWIDE PARAGLIDING AND PARAMOTORING MAGAZINE. FOR FREE.

Photo: Markus Gründhammer/Skyman

#flight gear 2022 1/2



Translation by Ruth Jessop

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THE MARKET IN 2022. RESILIENCE AND RELAUNCH

A year ago, we wrote: 'Although all is not rosy at the start of this year (despite COVID), there is hope. One example: the sport of hike and fly continues to be on the increase; the manufacturers report an unheard-of volume of sales in lightweight material.'

This year another threat to the economy has been added and will be more of a moral burden on us, no doubt, than COVID: the war in Europe and its humanitarian consequences. Nobody will be able to forget about it for decades, no matter what the outcome.

Yet despite this, everything leads us to believe that the market will, once again, be very resilient: Visibly, and according to what the manufacturers tell us, bad news in the world seems to encourage pilots more than ever to escape into the countryside and into the third dimension. Even if the cost of the materials, and therefore our equipment, increases inexorably.

The year's new products also stand out thanks to an increase in innovation. It looks as if there are lots of technological advances; lots stayed in boxes or was fine tuned in the R&D offices during confinement and can now finally see the light of day. Just a little late, amongst other things, because the Asian factories were closed until October 2021.

Sascha Burkhardt,
founder voter.info free.aero magazines

LOVE WHAT YOU DO

4 year old Violette loves to play
No one told her the rules
She doesn't know what's impossible
She hasn't learned to feel afraid
She instinctively knows only one thing...
Freedom shows her the way

At NEO, we've chosen to make 100% of our
products in our own workshop on the shores
of Lake Annecy, in France.





Maxime Pinot in the Massif du Mont Blanc during the 2021 Red Bull X-Alps (June 2021)

THE ROUTE WILL BE ANNOUNCED SOON

The route of the 2023 X-Alps will be announced at the beginning of 2023

STILL A FEW MORE DAYS...

The window for the applications for the 2023 X-Alps closed at the end of August.

After a selection procedure which will last for several weeks, the list of athletes will be announced in October 2022.

The route will only be revealed on the 15th of March 2023 on: www.redbullxalps.com

www.redbullxalps.com



The route in 2021. Will the route in 2023 be a closed circuit again or not? We'll find out on the 15th of March 2023.



PHI-AIR.COM

Photo : Lukas Pilz / Red Bull Content Pool

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SYMPHONIA 2

Superhigh A



Contrasts during the X-Alps: Walking in the high mountains is all part of it...



The starting point every year: Salzburg in Austria.

The winner of every race since 2009 (until when?): Chrigel Maurer



THE EDITOR'S OPINION

A WRONG MOVE FOR THE X-ALPS?

Last autumn, several paragliding manufacturers were apparently alerted via lawyers, to no longer use the add-on 'X-Alps' for their models, as it was filed as a brand, or otherwise pay the relatively high rights, according to those concerned.

Apparently, the graphic X-Alps logo was registered on the 30.07.2003 by the company, Red Bull, but the simple text 'X-Alps' was only registered on the 18.08.2021.

Some manufacturers were considering the possibility of a 'manoeuvre' by Skywalk who, as an official sponsor, seemed to retain the right to use the name.

Skywalk confirmed to us in a bona fide fashion that they weren't behind this measure.

However, manufacturers such as Advance or Phi renamed the wings in question..✂️



Photo: Christian Lorenz Red Bull Content Pool



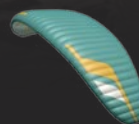
EN/LTF A

KODE P

YOUR MOUNTAIN PARTNER

The Kode P is an accessible and lightweight mountain wing that will accompany you on your hike & fly adventures.

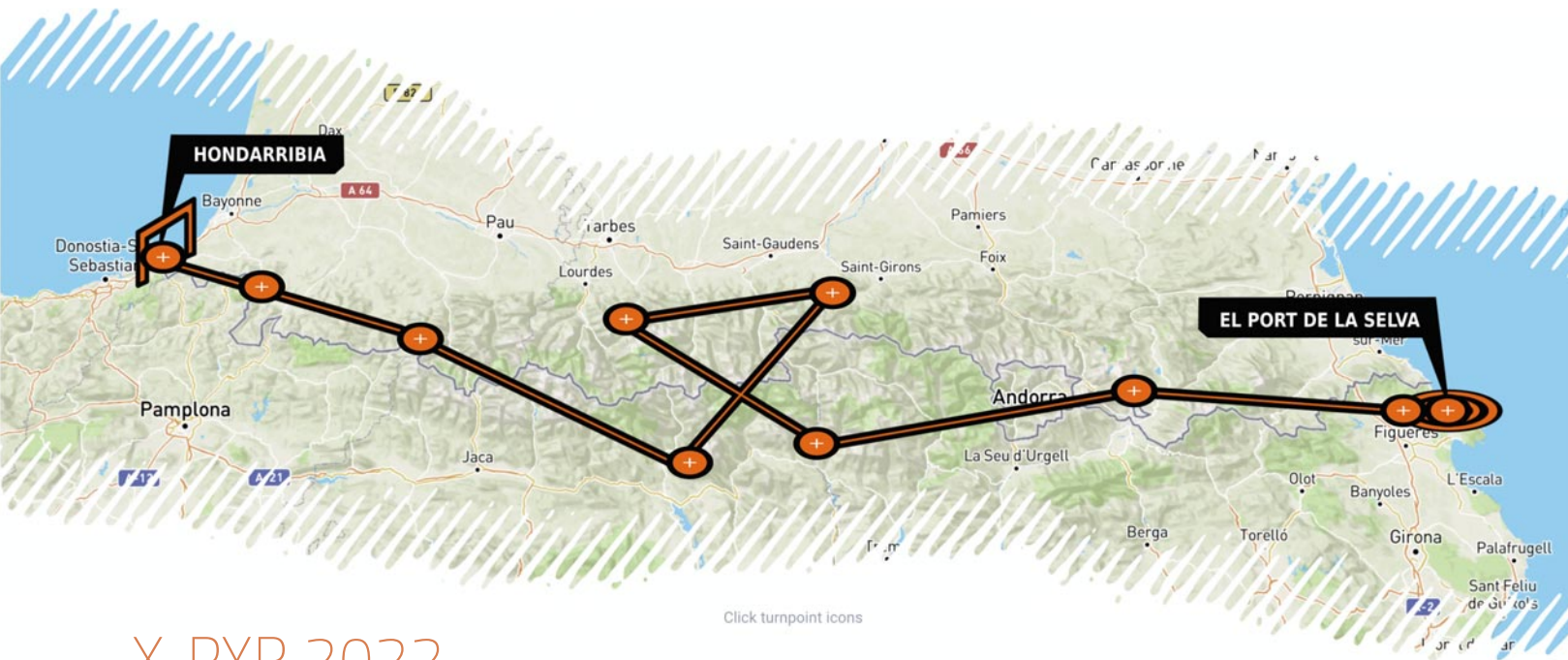
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ACID



SPICY



X-PYR 2022

Another impressive race at the end of June/beginning of July 2022, and once again Chrigel Maurer was the first to cross the finish line.

MORE THAN 600 KILOMETRES...

Faithful to his performance in the X-Alps, Chrigel Maurer won for the fourth time. The X-Pyr race links the Atlantic to the Mediterranean. The route draws out an 'X' in the middle and forces the participants to pass from south to north and return over the Pyrenean chain.

The sixth day was an impressive battle between Chrigel Maurer, Maxime Pinot and Pierre Rémy. For a short time, it even looked as if Maxime Pinot was going to win the race.

More information: <https://x-pyr.com/>



Chrigel Maurer at the finish in the Catalan village of El Port de la Selva.



Mikolaj Kocot taking off on his Phi Scala: 'Then it was too hot, too far, too windy and too exhausting. Spain as I imagined it. The next take off literally laughed at us in the face, with strong gusts of wind. But the descent was long, in the wrong direction and would take centuries. Between the cycles, we measured about 7m/s, so I decided to try taking off.'



Pierre Rémy on the Niviuk Klimber 2P with a Kolibi Pro Kortel harness. However, the bag came from his employer, the Pyrenean company Nervures:
<https://www.nervures.com/index.html>





Pierre Rémy (Nervures) approaching Port de la Selva in Catalonia.

As the live tracking came to a stop at the end of the race, the unbeatable Chrigel Maurer was in first place.

	Pilot	Pilot	Glider	Last position	Task Result	Location	Avg Speed	Height	Speed
1	3	Christian Maurer			GOAL 130:15:35	No Live Data			
2	25	Maxime Pinot		20:04:45	GOAL 143:18:33	GOAL [-0.2 km]	3.9 km/h	0 m	0 km/h
3	30	Pierre Rémy			GOAL 147:42:58	No Live Data			
4	36	Simon Oberrauner		17:22:17	GOAL 149:49:34	GOAL [-0.0 km]	3.9 km/h	3 m	0 km/h
5	28	Noe Court		17:29:24	552.5 km [7]	ES [-44.0 km]	3.6 km/h	234 m	1 km/h
6	21	Lars Meerstetter		18:07:17	514.0 km [7]	TP7 [-19.4 km]	3.4 km/h	831 m	0 km/h
7	39	Tim Alongi			507.7 km [7]	No Live Data			
8	17	Jordi Vilalta			480.0 km [6]	No Live Data			
9	40	Tomas Matera		21:02:15	458.5 km [6]	TP7 [-38.5 km]	3.0 km/h	2110 m	34 km/h
10	4	David Corpas		20:38:20	367.6 km [5]	TP6 [-33.6 km]	2.4 km/h	1077 m	3 km/h
11	14	James Elliott		20:05:06	364.9 km [5]	TP4 [-33.6 km]	2.4 km/h	905 m	1 km/h
12	8	Fabian Umbricht		21:07:21	354.2 km [5]	TP5 [-29.7 km]	2.3 km/h	1145 m	2 km/h
13	1	Andreas Viehbock		21:08:45	354.1 km [5]	TP5 [-29.7 km]	2.3 km/h	1147 m	0 km/h
14	38	Thibault Voglet		21:37:22	352.5 km [5]	TP5 [-26.9 km]	2.3 km/h	934 m	1 km/h
15	41	Xevi Bonet			350.7 km [5]	No Live Data			
16	23	Logan Walters		20:41:56	330.2 km [5]	TP5 [-7.0 km]	2.1 km/h	1674 m	0 km/h
17	37	Tanguy Renaud-Goud			329.2 km [5]	No Live Data			
18	2	Cedar Wright		21:43:15	322.7 km [4]	TP5 [-4.4 km]	2.1 km/h	0 m	0 km/h
19	32	Reto Reiser		21:03:14	312.2 km [4]	TP5 [-13.3 km]	2.0 km/h	1337 m	0 km/h
20	29	Patrick Sieber		21:06:10	311.2 km [4]	TP5 [-14.1 km]	2.0 km/h	1408 m	1 km/h



***SOLOS**lite*



The lightest and most thoughtfully designed reversible harness in its class. Just 2.3kg in the M size!

- Innovative T-bar closing system
- Full-featured pack, with highly ergonomic carry structure
- New and efficient inflatable back protection

DUNE DE LA PYLA: CAMPSITES DESTROYED

The fires in July 2022 devastated campsites that were well known to many pilots.

DESPITE A BRAVE STRUGGLE...

... firemen came from all over France, and after a little respite that made every one think that it would be possible to rescue them, all the campsites behind the Dune were destroyed by the gigantic forest fire. Charlie Piccolo's famous Waggas school, had to stop its activities for the foreseeable future, and all sporting activities, including paragliding on the Dune, were forbidden until at least September.

WEATHER RECORDS

Of course, global warming has probably played a role. Moreover, ten days after the fires in the July 2022 heatwave, Météo Suisse registered an absolute record: the 0-degree isotherm rose to 5184m altitude on the 25th of July.





UKRAINE

Ukraine is also a country with a free flying community and several manufacturers produce wings and harnesses there...

This multifaceted country was also a destination for pilots flying distance. Before the annexation of Crimea in 2014, this peninsula was almost even considered a free flying Mecca.

From now on, especially since the invasion by Russian in February 2022, tourism is out of the question.

But there are also manufacturers who have had to take measures to try and protect themselves. Certainly, outsourcing by Swing, for example, had already stopped there a few years ago, but several Ukrainian brands were still very active.

Some of them, such as Bogdan Fly, have relocated to Portugal. Aeros continues to manufacture in Kyiv. Others, like the famous harness manufacturer, Nearbirds, are on hold and can no longer fulfil their orders...

We hope that they can start again as soon as possible, even if the worries of these men and women are mainly of a more serious nature at the moment.

**The Sky Country
Scotch**, a Ukrainian
single skin..



The excellent
Nearbirds' Genesis
during our test.
Volodimir Perevalov
(below) ran his
company near Kyiv
and had numerous
new models in the
pipeline.
[https://harnesses-
nearbirds.com/](https://harnesses-nearbirds.com/)



A very comfortable harness and incredibly roll efficient. It has a 'hybrid hammock' style seat with large rigid reinforcements placed under the seat and thighs.

The Genesis, when seen from afar, looks a lot like the Ozone Exoceat. Up close, a lot of the details are different. The weight, for a start (6.5 kg in size M compared to 9.4 kg for the Exoceat in size M). The ventilation system in the aircone (the back part of the point) consists of two lateral scoops. Protection is assured by a foam bag.

It's a very sophisticated product with every detail nicely finished. For example, the link from the front mounted reserve to the karabiners, via a Kong Frog, is very popular. All in all, great design work by Nearbirds, giving a nice clean product.

The hammock style seat is narrow, very wraparound and comes down to just under the knees when flying. The fastening system uses no less than 9 points. There are pipes, cables and wires everywhere, but that's normal. The transition to supine requires a bit of time spent adjusting it so that you can hook into the pod without using your hands.

The space for the second reserve is well integrated.



The cone at the back is inflated by two lateral scoops.



A comfortable back with an adjustable cushion. The spacious instrument cockpit above the ventral reserve.

A lorry leaving Aeros in the Ukraine to deliver wings and buggies to Germany...

Accueil Publications Vidéos Photos À propos



Сергей Семёнов

4 avr. · 🌐

At last we go on!

This truck will carry the wings, trikes, kits to Germany, and materials, tubes back to K... Voir plus



PScreenshot: Marc Laval

Model: "Style",
brand "Aeros"
<http://aerospara.com>



Photo: Marc Laval

The manufacturer of innovative harnesses, S.E.A had to flee its premises which were destroyed at Charkiv near the Russian border... and relocate to Hungary. This manufacturer was even present at Kössen (more on this



Photo : Stefan Ungemach



DELTA⁴

A QUANTUM LEAP

The Delta 4 offers the largest performance gain in the history of the series. With the strongest profile structure yet, it retains all of the comfort and ease of use that has made the Delta the best-selling sport class wing of all time.

Pilot: Marc Collins Photo: Jorge Atramiz

FLYZONE.COM

VIDEO MORPHOSIS



The cover photo comes from a video in which Skyman's Markus Gründhammer flirts with the clouds in July 2022: a psychedelic voyage. He was flying a prototype with a surface of 26.5m² and an aspect ratio of six. The stall was particularly good with a slight tendency to dive.





EN/LTF C

ARTIK 6

WELCOME TO THE REVOLUTION

The Artik 6 hails the dawn of a new era of XC flying where countless possible routes are waiting for you. A fusion of outstanding performance and accessibility to sate your hunger for kilometres.





@8054 M IN PEROU...

By Antoine Girard

I had the chance to climb up to over 8000m in Peru on the 7th of June 2022. The strong, cold and humid wind came down from the Selva, whilst a dry, hot wind came from the Altiplano.

Where these two winds met created a big confluence. My vario went up to 13m/s at about 7500m. I started to climb in a blue sky. Then a cloud of humidity was created in the lee of the confluence. I surfed the edge of the cloud from 6200m. At about 7800m, I lost control of the glider for a few seconds in extreme conditions. This loss of control put me into the cloud. Everything instantly frosted up, the lines, instruments, glasses; it was minus 35 °C! I couldn't put on my mitts to manage my wing, and I was left wearing my little Racer summer gloves. My fingers instantly turned into pieces of wood.

I was in full hypoxia as I wasn't acclimatised, nor was I prepared for going so high.



World of XC paragliding

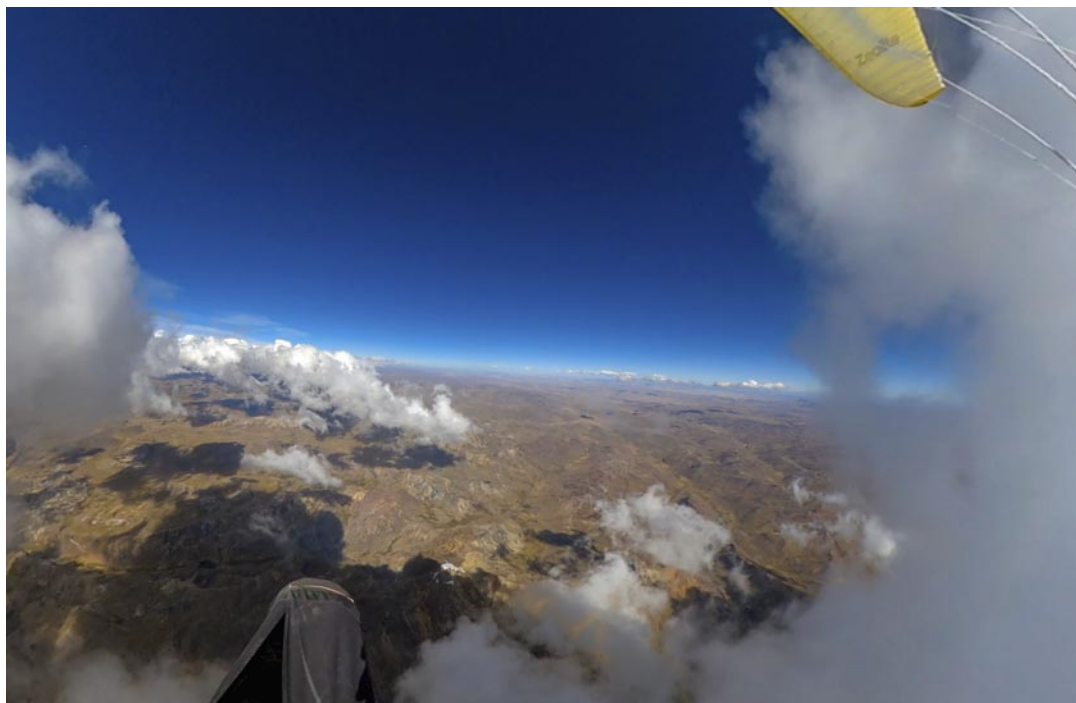
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Use the
#1 Paragliding App

3 months FREE

Enter this link into
your browser:

paraglidingmap.com /
redeem /
A2J4J2N



I felt my body leaving me, second by second, with the lack of oxygen. The wind was blowing at more than 60 km/h. The passage from 7800m to 8000m was not pleasant, it was against my will! I was just trying to flee this zone.

I neither wanted it, nor was I trying to do it, but I think I did the first paraglider flight above 8000m in America...



The video of the adventure is here:
<https://www.youtube.com/watch?v=fUqzhubabms>

The tracklog from the Sys'Nav XL (499 €) can be replayed
on the Syride server:
www.syride.com/en/pilotes/antoinegirard/1719053/3d





SUGAR & SPICE

The Bolero 7 marks a step-change in the Bolero series, with a completely new planform, arc, profile and 3rd generation EPT (Equalised Pressure Technology) system. The result: a supremely balanced wing that offers both reassurance and delight in equal measure.

EN A / 5 sizes / 55-130kg



Bolero⁷

www.gingliders.com



ICELAND

A welcome cool down: Karen Skinner and Jason Whitehead flew over Iceland, whilst the rest of Europe suffered in the heat...

The two pilot photographers sent us some amazing images...





TECHNOLOGY FOR ALL PILOTS

CROSSOVER
by ADVENTURE



Poignées de gaz ergonomiques
Ergonomic gas throttles

cameleon
V2 et V3

exo

www.myexo.fr

Karen Skinner always flies with her partner Jason Whitehead. The two photograph each other and always send us some amazing pictures, leaving us dreaming of flights over stunning scenery.



Photo: Valentin Burkhardt



THE MARKET IN 2022

Even though the manufacturers have full order books, delivery delays and transportation costs were still felt in the summer of 2022...

Since the Covid years, the Stubai Cup in the spring of 2022 was the first big event without any real restrictions.

Photo: Markus Gründhammer/Skyman





A lovely symbol for our sector of the market...
Simon Mettetal on the Niviuk Icepeak X-One
(delivery time about five weeks)
during the World Cup in Krushevo in Macedonia.
Photographer: Tanguy Renaud-Goud

The new developments in 2022, notably those on display or launched since the Dubai Cup in the spring, have been numerous.

But a large number of wings which have already been certified have still not been able to be delivered due to the saturation in production.


In the spring, Ozone and Advance announced about 150 (Ozone) and 190 (Advance) days delivery time for their current models.

An Advance Sigma 11 ordered by one of our team won't be delivered before the end of September. Another example: Ozone's Swift 6 wasn't available in the middle of the summer, the Zeno 2 yes, but in dribs and drabs. Other manufacturers were also trying to reabsorb their delays under high pressure: the Lynx 2, the light-weight version of BGD's Cure 2, probably won't be ready until Coupe Icare.

Niviuk, on the other hand, seem to be able to guarantee delivery within a satisfactory time delay – the new factories in Vietnam, and the new cutting tables have apparently boosted the Catalan manufacturer's means of production. The delays announced for all the models are about 4-5 weeks. In addition, the company are said to have done everything to keep their employees during COVID.

Hannes Papesh from Phi made a comment in a similar vein, saying that they were ready to deliver most of their models in a few days: *'Whilst some manufacturers were too cautious during the COVID crisis and got rid of production posts, we believed that there would be an after-crisis boom, we ordered fabric and continued to employ people. That's why we now have a turnover of 25% more than in 2021 and our growth is accelerating again!'*

An interesting trend this summer, for which Swing have created the term 'Social flying,' has also appeared: Flying for pleasure, without any performance ambitions, with friends, often on foot and safely.

This is why paragliding is still booming at a time dominated by COVID and the war. In France alone, the number of licences passed has very noticeably increased. 1000 more licences were granted at the end of July 2022 compared to the previous year. Numerous new 'tolerant' models have targeted this market segment for safe wings for 'Social Flying.' While two years ago, the word we heard the most on each stand was 'performance,' this year it is 'safety' - a very welcome evolution. 

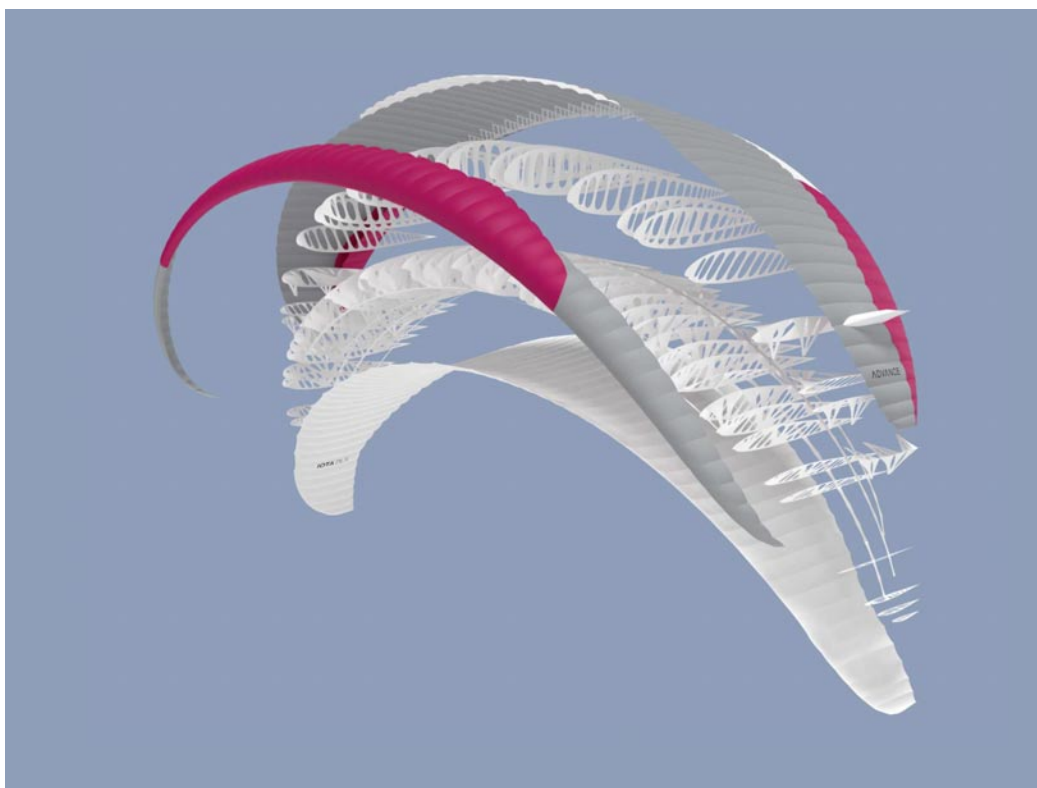
Stefan Ungemach and the editor of
free.aero



ADVANCE

IOTA 2

The Iota 2 from Advance has become the Iota DLS. This label (Durable Light Structure) now denotes the famous 'semi light' construction and will also be introduced into other wings, as an alternative to the 'ULS' (Ultra Light Structure) for this brand's ultra-light hike and fly wings. With an upper surface in Skytex 38/32, the high-B, with 59 cells, comes in at a weight of 3.9-4.9 kg. (3.75 kg with the lightweight risers).





WEIGHTLESS

The ultralight Weightless harness with a rear fairing comes directly from the X-Alps. There is a pocket under the seat in which you must put either the original backpack supplied with it, or the foam pad from the backpack. This combined with the foam bag underneath gives the shock absorbing values required for the certification to be valid. The reserve compartment is integrated behind – this is unique in this weight category.



Photo : Stefan Ungemach



Photo : Sascha Burkhardt



At Saint Hilaire the first examples were on display, but they were far from being ready to launch commercially.

Windsriders.fr

Mountain&Flight

Ethic and awesome

Reversible Jackets,
Lady, Hybrid, Thermik Light,
Yéti, Nosleeve, Everest.

- Paragliding
Down Jackets
Fill Power 700 cuin
- Flight Muffles

BECOME
A DEALER



SUPAIR

BIRDY ET SORA2

SupAir have placed the rods further apart on the upper surface to make the EN A Birdy and the Sora 2 more resistant to impacts on the leading edge. The new light-weight Eiko 2 wing weighs 2.2 - 3.14 kg, and its risers are 7mm wide.



Photo : Stefan Ungemach



Photo : Stefan Ungemach

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NEW PATHS**
WITH ULTRA-LIGHT PARAGLIDERS



STRIKE 2

The Strike 2 was launched last autumn. It has been developed from the Strike X-Alps 2019.

Weight: from 1,947 g to 2,400 g in size M depending on the configuration for this hike and fly competition harness.

Photo : Valentin Burkhardt



Photo : Valentin Burkhardt



Photo : Valentin Burkhardt



SKY

SKY

At Sky the Aya 2 with 37 cells has succeeded the Anakis range. A reinforcement in Dodko has been inserted between the sheath around the rod and the upper surface (photo right) to reduce the problem of rubbing on the thin rods.

The Exos is an EN-C performance wing, made with Skytex 27/32, it weighs about 4kg.

A new tandem harness has just been added to the school Gii 4 Alpha harness: on the Twin 2, designed for maximum comfort, the separate thigh straps allow it to be adapted to each passenger, and a small board can be inserted.

The BlowBag is a new inflatable airbag which goes high up the pilot's back and which adapts, for example, to the Skylighter 4 and the Gii4 alpha.

Photo : Stefan Ungemach



Photos: Stefan Ungemach



Photos: Stefan Ungemach





Photos: Sascha Burkhardt



The Quatro Light 160 has already been seen at Saint Hilaire: A tandem reserve for 160 kg and weighing 1.7 kg for 40m2.

Just a reminder here that Alexandre Paux (Mcc Aviation, left) is still one of the main participants at Sky. At the Coupe Icare the two always share the same stand.



NOVA

NOVA

Nova have completely rebuilt the Mentor 7, and a first, they finished the lightweight version first. The high-B, which keeps a moderate aspect ratio of 6.5, now has 66 cells and follows, like the Rush 6, a hybrid 3/2 line concept (we'll talk more about this concept later on).

Stronger reinforcements have been used in the slightly lower arc wing, which will be particularly efficient when accelerated. The B/C piloting is assured by handles which are adjustable on six levels, which you can also completely remove. The B risers are divided into two and the B3 line allows a simple B3 stall. The ears weren't very efficient in fact, and a real B stall isn't possible due to the way it has been built.

Photo: Nova



Sissi Eissl was the first female manager at Nova. At the Coupe Icare 2021 she said goodbye (below) and left her place to Nikolaus "Niki" Kurcz (left) in November 2021.

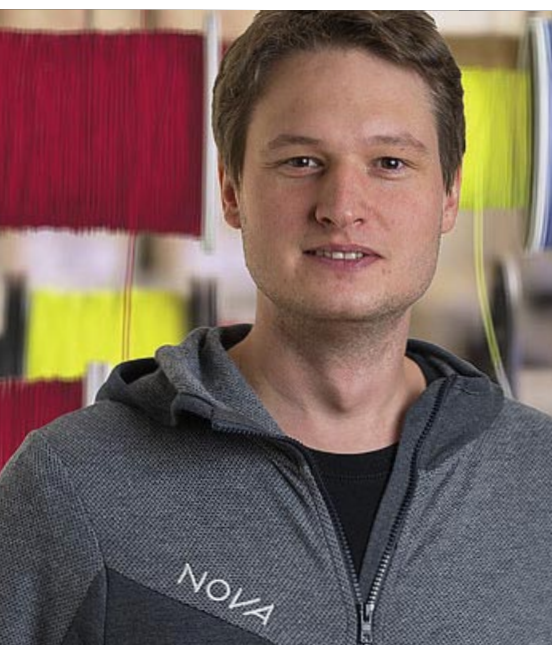


Photo: Nova



Photo: Sasascha Burkhardt

ICARO

PICA 2

At Icaro they have modified the Pica school wing. In its second version it will be particularly tolerant to somewhat brutal usage of the brakes by students. The wing has 30 cells with an aspect ratio of 5, weighing in at 3.9-4.9 kg, with an upper surface in Skytex 38, thus making it particularly stable.

Another new item is the new acro wing for beginners in the discipline: the Nikita Extasy which is positioned between the Freestyler Xenus and the Nikita 5.

Photo: Icaro





info@korteldesign.com



#korteldesign



www.korteldesign.com

Krayer III

AIRDESIGN

VOLT 4, 2 LINES EN C

With the Volt 4, Air design have launched a real two-line EN C wing.

The Nitinol rods give the wing a stable leading edge. With only 57 cells, the aspect ratio is 6.5. It is pretty light, weighing 3.7 kg in size medium. Other two liners will soon follow in the same category because the criteria of having a folding line (before: automatically EN D) has been relaxed by the new norm: EN-926 2013/2021.

We have the right to remain sceptical on this subject, because the addition of the folding line could always allow the behaviour to be influenced during a collapse during certification flights.



Photo: Air Design

BGD

THE AUTUMN LYNX

BGD launched the low-B Epic 2 and the B+ Base 2 lite (3.5 - 4.1 kg, photo on the right). Other models, like the Lynx 2, have been pushed back until the autumn.



Photo: BGD

GIN

BOLERO 7

Gin have launched the version 7 of the EN-A Bolero. Thanks, amongst other things, to the third generation of the Equalized Pressure Technology (EPT), which governs the internal pressure by the shape of the air entry. The wing offers better pitch stability and increased aerodynamic efficiency. The inflation will be softer without diving, and the load take up during take-off at low speeds has been improved.

Photo: Jérôme Maupoint / GIN



GIN

GENIE X-LITE

The Genie X-Lite, which weighs significantly less than 4 kg, is equipped with a fairing at the back and supersedes the Gin Genie X-Alps. The Koroyd protector has been shortened and the accelerator tubes have been removed, which allows it to be folded smaller. A GetUp system with raised straps takes care of the part between your legs. The pockets are now found on the side and the flat cockpit with a knife (in case of a tree landing) is ideally positioned.

La poignée de secours est maintenue magnétiquement, elle est plus facilement atteignable. Malgré les boucles Edelrid complètes, le harnais pèse moins de 4 kg. The reserve handle is attached magnetically, and is easier to reach. Despite the full Edelrid buckles, the harness weighs less than 4 kg.





At the Coupe Icare last year, there was a reduced team of stalwarts. In 2022, we bet that the full GIN team will be there... Above, a squadron of Bolero 7s...



SWITCH 2

A new version of the reversible Switch harness, adapted for school use, was also launched: the version 2 weighs less than 3 kg, and is available in one size. The pre-inflation of the airbag was particularly effective.

Photos: Stefan Ungemach



SWING

SWING

The new mid-B Serac RS (top right) has 42 cells, an aspect ratio of 5.3 and is really light, weighing only 3-4 kg in five sizes. Finally, Swing have got seriously back into the niche hike and fly market. The line sheaths are in aramid Pro-Dry and coloured throughout their full length, as in the high-B Nyos 2 RS. This weighs 1.1 – 1.3 kg more per size, with 61 cells and an aspect ratio of 5.8.

But the real news is the two-line EN-D Sphera RS (right), which is the first in this category to be equipped with RAST. 75 cells and an aspect ratio of 6.9 for this wing that Swing have launched as a model for 'experienced pilots making their debut in the EN D category.'

The RAST system (below right), which we have already covered very thoroughly can be found across the whole range. Below, [one of our articles about RAST](#), with all the explanations...

Photo: Swing



Photo: Swing



Photo: Sascha Burkhardt



LEELOO



Michael Nesler, designer of, amongst other things, the RAST system at Swing, has developed and approved around 500 models in 36 years of working for various different manufacturers.

From now on, he is going to design and manufacture mainly for himself and his company, ProFly. The "Leeloo" is a light EN-B equipped with RAST. The controls are very sensitive and direct, with good feedback to the pilot and a best glide ratio at 45 km/h. The wings are deliberately delivered at a rhythm of just a few at a time with a personalized customer follow-up.

<https://www.profly.org/leeloo/>



SKYWALK

X-ALPS 5

The X-Alps 5 (above and below) is a two-liner for ambitious hike and fly use. This EN-D has 68 cells and an aspect ratio of 6.57. It weighs only 3.4 to 3.6 kg depending on the size (there are three). It is made of Skytex 27 (double induction).





Over the moon? During our discussions at the Coupe Icare, last autumn, the owner of the paragliding side of Skywalk, Arne Wehrlin, was able to report that despite COVID, they had had good results in 2021... Photo: Sascha Burkhardt

SKYWALK

CRUISE

The Cruise is the fourth harness equipped with the PermAir protector. It inflates with the help of a little electric pump integrated in the harness, which can also be used as an energy bank for a mobile phone, if necessary.



Photo: Stefan Ungemach

The harness is equipped with SAS-TEC back protection which goes far up the pilot's back. The seat board is made from carbon-fibre.



The flat upper zips from the T-Lock system are secured by transparent sliders to avoid any possibility of them opening by accident, and there is a Recco reflector too.

Skywalk offer a new ultra-light reserve: the Tapa weighs 784 grammes in the 90 kg size and measures 26m², the 105 version weighs 895 grammes.



Photo: Stefan Ungemach



PHI

Photo : Pascal Purin



MAESTRO 2

The first examples of the Maestro 2 arrived with Hannes Papesh in July 2022 ready to be presented for certification. In the version 1, the high EN-B Maestro was one of the manufacturer's enormous success stories... We are really looking forward to testing the follow up! This manufacturer's (right) prolific range has expanded in an impressive fashion. The second generation is being renewed. Hannes Papesh is also pleased to have correctly anticipated the after COVID boom and to be able to deliver most of their models in a few days.

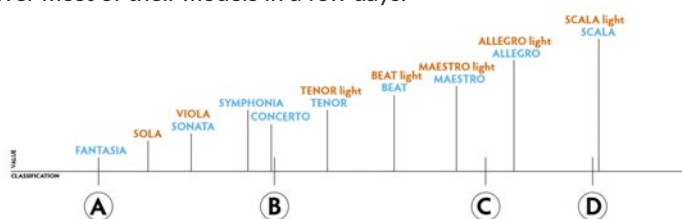


Photo : Sascha Burkhardt



SYMPHONIA 2

Phi launched the second version of the high-end EN A Symphonia. The shape of the openings on the leading edge are even more stable thanks to extra rods which are narrower, this will facilitate inflation, amongst other things. Compared to its predecessor, this model is lighter (3.8 – 4.7 kg in 6 sizes) and the 'barrier tape' design looks even better thanks to the new and more varied colours.

Below right: Mad Mike Küng, the mad test pilot, clearly still very active at Phi, at the Stubai Cup in 2022.

Photo: Idris Birch



Photo: Markus Gründhammer



Photo: Idris Birch



SOLA

For pilots looking for a particularly simple and safe mountain wing, Phi offer the Sola with an aspect ratio of 4.7 and a weight of 2.8-3.8 kg.

According to the manufacturer, the Sola is a low-level A wing: maximum safety, shock absorption and simplicity, combined with minimum weight.

Above, a lovely stall by Mad Mike Küng to show the safe character of the wing.
Photos: Hannes Papesh/Phi

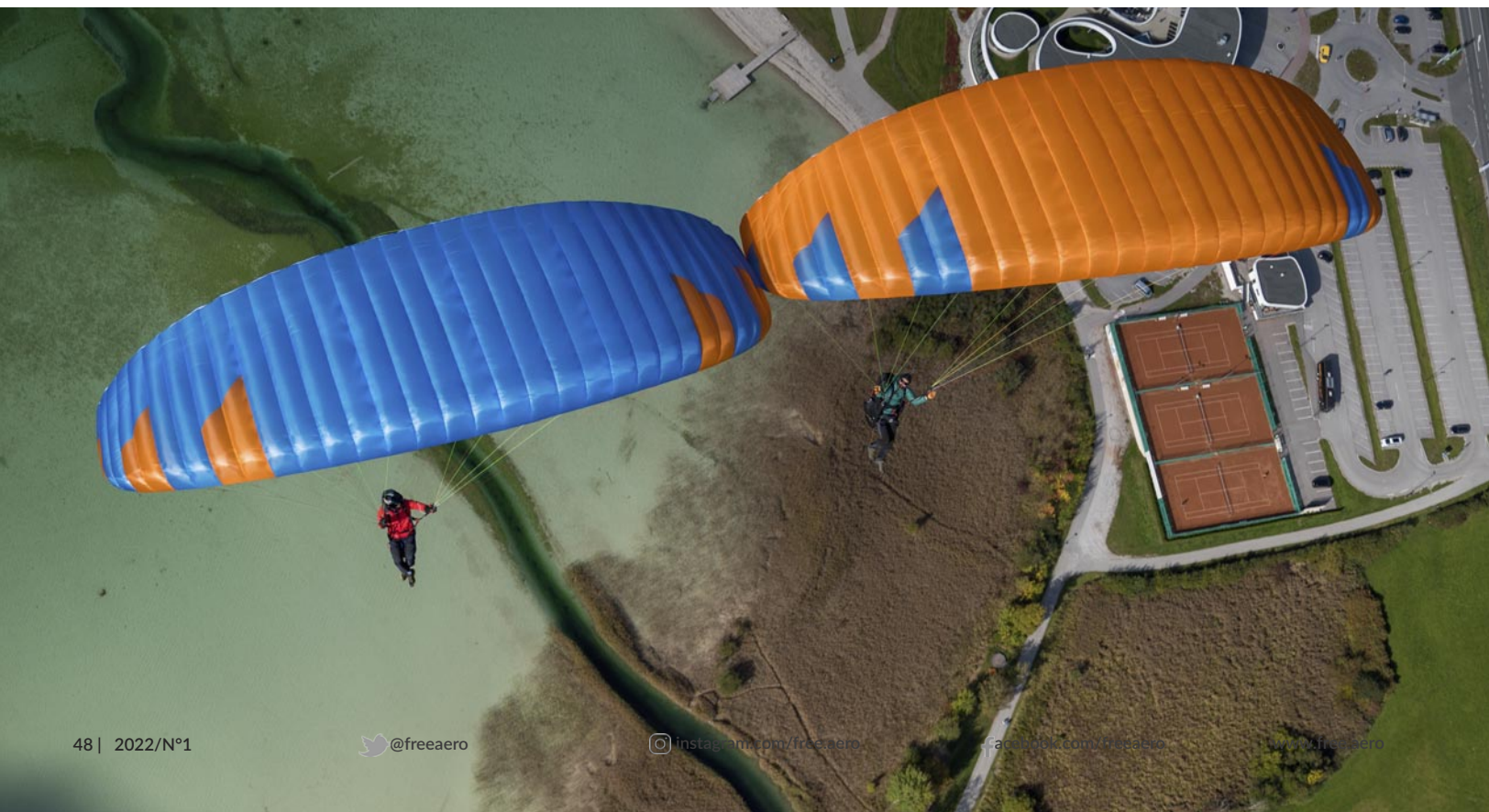


Photo: Niviuk

NIVIUK

KODE P

Niviuk have launched the Kode P, which only weighs 1.8kg in its smallest size, whilst being a real two surface wing. The internal structure is even derived from the Klimber 2P. The Kode P is a full A except in its smallest size, size 16, where it is an EN B, or even an EN C when heavily loaded. The 18 can also be used more heavily loaded and thus changes its category from EN-A to EN- B or EN-C.

The public that the Kode P is intended for: hike and fly pilots, but also pupils who are training. In the spring, we did the first flights with this wing and noticed that, yes, it is a real paraglider, with fairly amazing performance, whilst being very light and not very bulky. The full test will be in our next edition.



Photos: Sascha Burkhardt



In autumn 2021, we were able to inspect one of the first Kode Ps delivered to the Niviuk site in Catalonia, in the presence of the founder of the brand, Dominique Cizeau (right), Mireia Serradesanferm (Responsible for exports with a very Catalan name, left) and the new manager for Germanic nations, Christin Kirst (middle).
Photos : Sascha Burkhardt



Photo : Sascha Burkhardt

HARNESSES

The new Hawk (without fairing) and Arrow (version with fairing) harnesses are placed firmly in the 4kg category. It was high time that Niviuk got into this niche market of light weight cocoon harnesses. The wait was no doubt justified. We will introduce the full details in a future edition.



Photo: Stefan Ungemach



Photo: Stefan Ungemach

Above, the Hawk at the Stubai Cup, with its storage compartment (on the left). Below, the Arrow with its fairing, the pre-series version without a definitive design, as we already saw it in the autumn.



Photo : Sascha Burkhardt

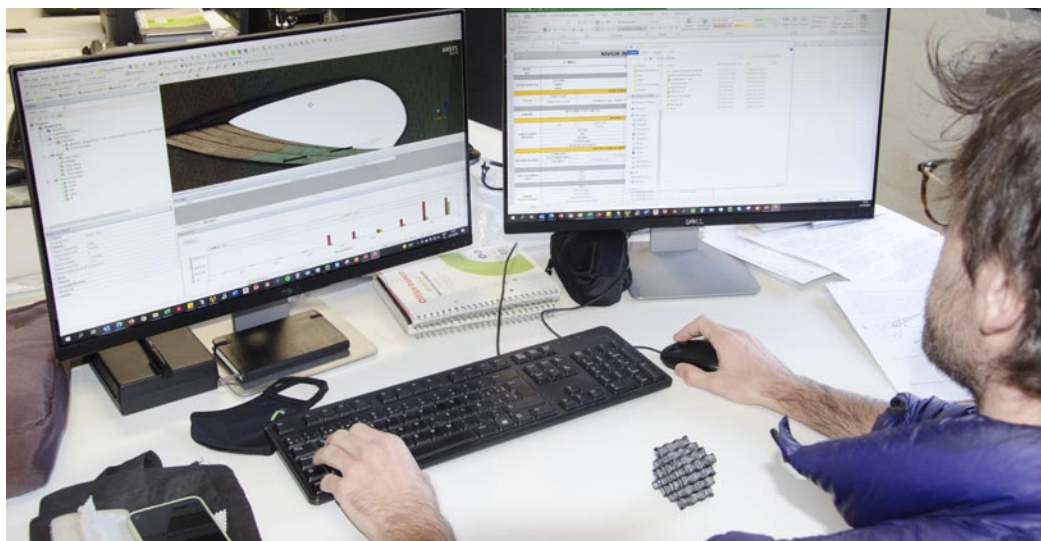
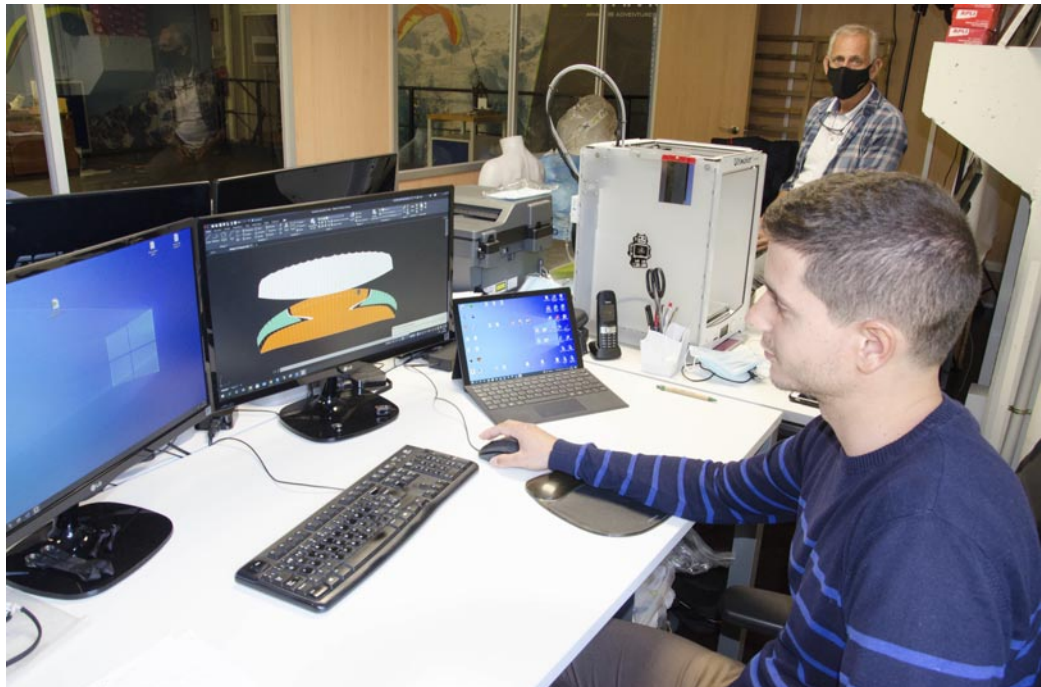
R&D

During our visit to Niviuk in Catalonia at the end of 2021, we were able to observe some of the work done by the reinforced R&D team. According to its founder, Niviuk builds some of its success on the transfer of cutting-edge technology from their top of the range wings to their EN A and EN B paragliders.

Other members of the team are to be found, among other places, in Switzerland.



Photos Sascha Burkhardt





Niviuk's Kode P: a go everywhere paraglider with performance that we judged to be amazing after our first tests... more to follow. Photos: Niviuk



OZONE

BV1

Ozone have finally publicly launched their harness from the X-Alps. The BV1 weighs 1.8kg and doesn't have such a big fairing. The wing is connected by special 'strap' softlinks in Dyneema which can be adjusted by a splicing system. The Getup system is closed by lightweight toggles which are colour coded, and which are, in addition, secured by rubber attachments. Those lower down allow the pilot to access the protector to inflate it. The air pipe doesn't have a one-way valve, but it is closed with a clamp. A big bag which also serves as an air pump comes with it.

Photos: Stefan Ungemach



An adjustment system which is used more and more in hike and fly and shared notably by Kortel: the splices aselected setting.



Photo: Stefan Ungemach

At the last Coupe Icare, the Ozone team were pretty much absent (along with other manufacturers), but the stand stood out, as always, thanks to its originality, symbolising the new items in the making.

Photo : Valentin Burkhardt





The Ozone Rush 6: This EN B+ is derived from the EN C Delta 4. It has also inherited its piloting system on the rear risers. The lines are a hybrid 2/3 line-set.
Photo: Ozone.

The Ozone team in France, with more and more designers...

From left to right: Russel Odgen, Sam Jobard, Jean-Christophe Skiera (General Director), Honorin Hamard, Fred Pieri, Luc Armant, David Dagault.



The new Zeno 2 is now available. According to Ozone, the comfort and ease of use have been maintained and it has a similar speed and glide ratio as the Enzo 3 (!).

The new profile has a higher positive pitching moment coefficient, C_m , which corresponds to more reflex. As a reminder, this type of profile tends to push the nose up when there is a reduction in the angle of attack (more "self-stabilizing").

Photo: Olivier Laurego/Ozone



KORTEL DESIGN

KORTEL

Kortel have launched some clever accessories for hike and fly. Two new tandem spreaders go particularly well with the tandem module for the Karver 2, thanks to the suspension height of the pilot.

The rigid version weighs 480g the pair, the flexible version (left) adjustable by splicing, only weighs 190g.

The Kannibal Race version II is still an important element at Kortel stands (below).



Photo: Stefan Ungemach



ARAK AIR

The best adventure is your own adventure!
X-Alps-style flying with simple handling.

- / Ultralight 2,9 kg
- / Minimal pack size
- / X-Alps-style
- / Easy handling



PURE PASSION FOR FLYING

SKYWALK

NEW "SAK" K27

A new lightweight backpack designed for trail running is available in 17 and 27 litres. It includes a rapid folding bag.



Photo: Stefan Ungemach



NEO

RESERVE BACKPACK

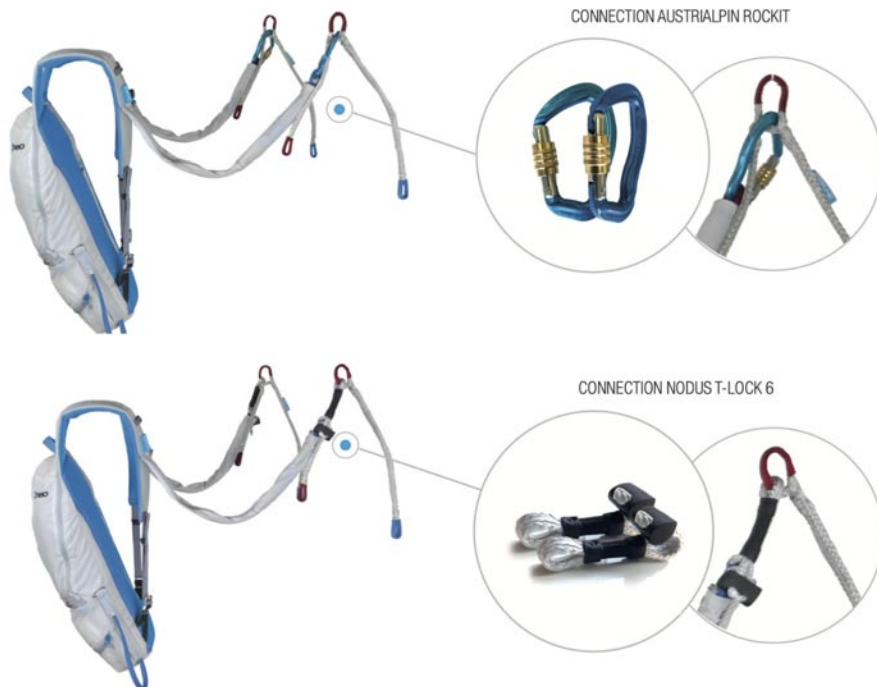
At the Coupe Icare, Neo won the Jean Marc Moulignié prize for innovation for this bag containing a tandem reserve, which quickly and easily adapts to any pilot/passenger mountain harness. Ingenious and simple! This now lets the passenger carry the reserve to take off.

The jury for the Moulignié prize for innovation discovered this product thanks to the information given to them by the editors at voter.info magazine. Eric Roussel's (right) brand Neo always stands out thanks to its regular and impressive innovations, but oddly enough, it has never been nominated for this prize before.

Photo: Valentin Burkhardt



This system gives the choice of using either carabiners or softlinks.





CLASSIC BAG

The Classic Bag by Neo is now available in a new design. It is of particular interest to all female pilots. As with all the Neo Lite bags, there is a female version, produced with a special carrying system adapted to their anatomies. Amongst other things, the dorsal part is clearly shorter, the straps are narrower, and the belt is cut to size. The two variations have a volume of 110 litres (above).

Photo: Sascha Burkhardt

Right: Neo are also putting more and more emphasis on exports. Claude Spoor has been taken on by the company specially to look after the international market.





SKYMAN

SPEED

The single skin Speed is available in two sizes (15/18 weighing 1.1/1.3kg). A new brake system called LBS (Landing Boost System) will eliminate the last weakness of the single skins, by allowing a classic flare when landing. You will also be able to find it in the Shark, which will succeed the Skyman SE Race (next page).

Photos: Markus Gründhammer





SHARK

Above, one of the prototypes of the Shark.

TANGA

Its strong points are particularly in terms of comfort and convenience, but also in terms of certification: the Tanga is perhaps the only ultralight (435g) harness on the market with an authorised load LTF/EN of 120kg (if equipped with the optional air-bag).

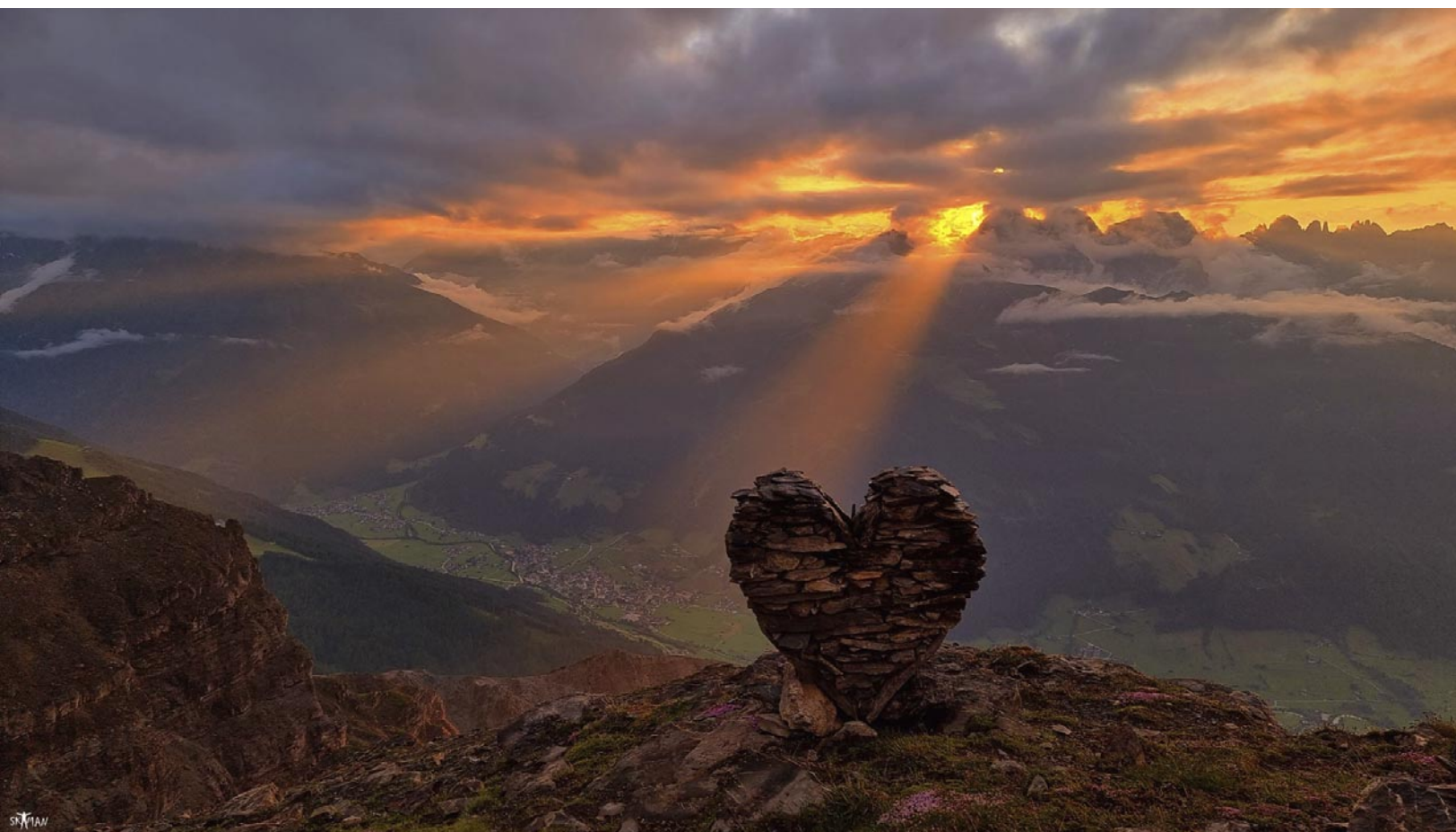




Markus Gründhammer, the boss at Skyman (middle right, at the Stubai Cup) has been an acro pilot since the 1990s. Of course, he tests his wings (now all focused on hike and fly) himself, as with this prototype.



Two other sides to the exceptional pilot, Markus Gründhammer: the tough guy... and the sensitive person, sleeping almost every other day at take-off, building hearts next to his bivouac
Photos : Markus Gründhammer



INDEPENDENCE

GERONIMO 3

Independence seems to be one of the manufacturers who have been able to overcome delivery issues: Stefan Kurrle confirmed to us that the all-new Geronimo 3 will be in stock. Interesting, especially since Sri Lanka has been plagued by major social and political problems.

Photo: Stefan Kurrle





Independence and Skyman are both part of the company Fly Market, presided over by Stefan Kurrle (right). The ultra-light harness in the photo above should come out as part of the Skyman brand in a few months...
Photo Markus Gründhammer

Photo : Sascha Burkhardt



KÖSSEN

At Kössen at the beginning of the summer, Stefan Ungemach unearthed some interesting new products which we don't have space to describe in detail, but we will look at them in the next issue. We will also talk more about other new equipment which appeared in 2022.



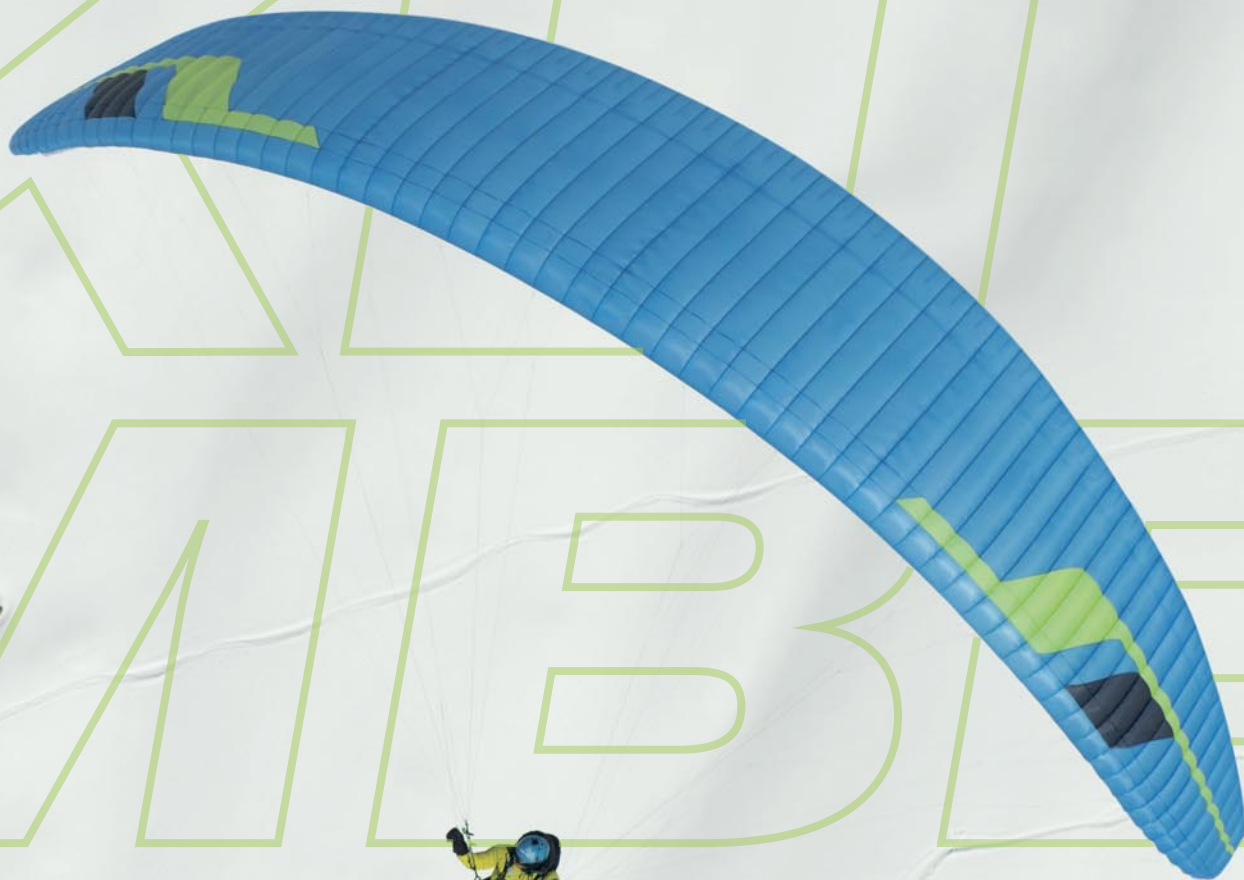
Photos: Stefan Ungemach



Interesting on several levels: the new S.E.A. Runa 2 harness. It's worth knowing that this company was based in Charkiw in Ukraine, and their workshop was destroyed by gunfire. From now on the company's production will be based in Hungary.



Advertised for a long time, the new Flymaster is finally on sale...



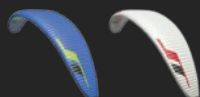
EN/LTF D

KLIMBER 2 P

COMPETITIVE LEGACY

The second generation of the Klimber P was created to offer a balance between low weight and high performance. A powerful two-liner to go further in hike & fly and cross-country. Naturally competitive, it was designed for the X-Alps.

SIZES 20 21 23



BLIZZARD X-ALPS

facebook.com/niviuk

niviuk.com

SUMMER 2022: HEAT WAVES, TURBULENT WEATHER AND DUST DEVILS

The summer of 2022 was once again marked by interminable anticyclones, by heat and... turbulence including dust devils...

INCREASED DANGER

The hotter and hotter summers, no doubt caused by global warming, bring new dangers for paragliding.

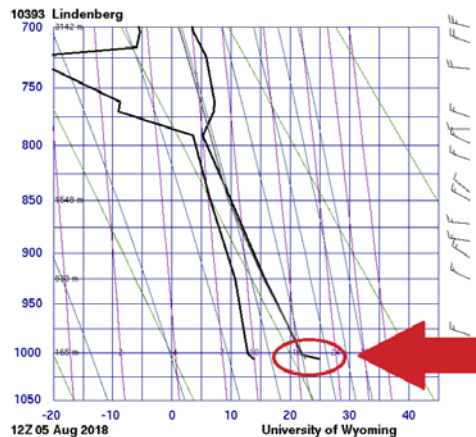
The thermal triggers in the lee of strong anticyclones are often more violent, accompanied by strong sheer layers. The turbulent times of the day start earlier and finish later.

There are at least four reasons: the ground which is drier contains less water and therefore transmits the heat less well to deep down. The heating of the ground in contact with the air is therefore greater. In addition, the blue sky allows the sun to beat down all day long. Another reason: the descending air masses under an anticyclone fight against each other for longer which triggers bubbles which heat to the point of being 'super-adiabatic' by 3 to 5°C above 1°C/100m which can be usually found.

When this bubble finally manages to escape, it does so a lot more violently than during a 'normal' summer. And the rising air isn't replaced by fresh air coming from a relatively cool surface in the vicinity, but instead by pre heated air from a neighbouring surface which is barely any cooler (because it is hot and dry everywhere). So, it kicks off very quickly...

When there are conditions such as those we experienced this summer, which provoked additional accidents, the best thing to do to minimise the risks is to take off earlier in the day. Waiting until later in the evening isn't always a solution, as the conditions can stay critical until sunset.

As far as dust devils are concerned: there are two pieces of advice and a video on the next page...



A super-adiabatic "foot" near the ground: several degrees too much.
Source: lu-gldz.blogspot.com



In 2018, the Omega type anticyclone brought the heatwave. You can reread our explanations above. The Omega was already in place in May.



Dance with the Dust: reread our explanations from five years ago.



A particularly impressive dust devil. Warning signs: the wind changes direction in an odd fashion. To avoid it, you need to straightaway throw yourself onto your wing to catch it and fold in the leading edge, if possible... Having said that, the pilot here seems to have managed it.



ARAK AIR

The best adventure is your own adventure!
X-Alps-style flying with simple handling.

- / Ultralight 2,9 kg
- / Minimal pack size
- / X-Alps-style
- / Easy handling



PURE PASSION FOR FLYING

SKYWALK



SUGAR & SPICE

The Bolero 7 marks a step-change in the Bolero series, with a completely new planform, arc, profile and 3rd generation EPT (Equalised Pressure Technology) system. The result: a supremely balanced wing that offers both reassurance and delight in equal measure.

EN A / 5 sizes / 55-130kg



Bolero⁷

www.gingliders.com

TEST INSTRUMENT NAVITER OUDIE N



The last model from Naviter, the Oudie N, has finally said goodbye to Windows CE as its operating system and turned to Android.

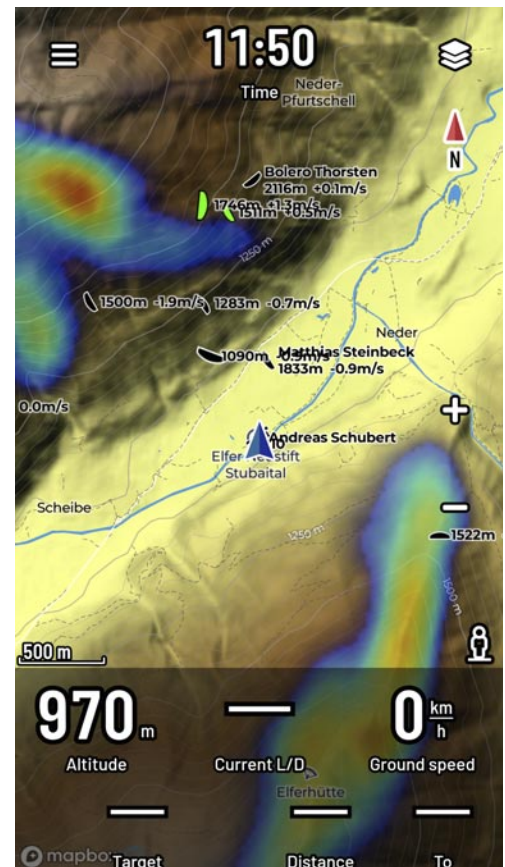
By Stefan Ungemach

The Oudie N is housed in a solid box (150 x 86 x 24 mm). The FLARM/FANET aerial is also totally integrated, so nothing sticks out. But the FLARM/FANET as initially advertised won't, in the end, be implemented as it is missing some components. A OTG compatible USB-C socket allows it to transfer data and to charge the battery. On top, there is a QR scanner to easily import competition tasks...

Weighing 438g, the Oudie N is heavier than other instruments. This is due to the battery which has an impressive capacity of 16,000 mAh, which allows flights of 15 to 20 hours. It can also be used as an emergency battery to charge a telephone, for example.

The 5.5" screen on the Oudie N gives 1000 Cd/m² and full HD (1920x1080 pixels) resolution. This gives a very sharp and sufficiently clear image, even in full sunlight. The screen is, however, reflective. According to the manufacturer the instrument can be used with gloves, something that we were, unfortunately, not able to confirm with several makes of gloves: SupAir, Icaro, Chiba and Charly.

The Oudie N works with Android 9 in a version where the owners are limited to messages, SMS, a search engine (Firefox) and the in-house software, "SeeYou Navigator". The processor is sufficiently powerful for a fluid rotation of maps and 4/64 GB of memory, sufficient for all your in-flight needs.





SKYMAN

www.skyman.aero

DISCOVER NEW PATHS

WITH ULTRA-LIGHT PARAGLIDERS



Different views of the flight log on the instrument's IGC file.

The display of the wind seems reliable, even when flying across a slope. It is still missing an FAI assistant with sectors calculated in real time.

The thermal centring aid is available in the form of a coloured track of the flight. In addition, the Oudie has mastered McCready and knows the polar curves of almost all the wings on the market.

The flights are automatically uploaded to SeeYou Cloud and manually to DHV-XC, XContest, OLC and WeGlide. The subscription to Seeyou Cloud is included for the first year, otherwise it costs 58€ per year.

It is not of any use for mobile automatic updates and downloads, but it does include planning of flights and tasks, management of points of interest, a flight log in The Cloud and an analysis tool.

After the subscription expires, most of these elements remain available, but are no longer updated. Added to this are the optional integration of services such as SkySight meteorology and TopMeteo whose provisional data is displayed on the instrument.





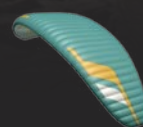
EN/LTF A

KODE P

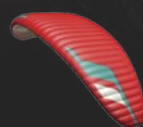
YOUR MOUNTAIN PARTNER

The Kode P is an accessible and lightweight mountain wing that will accompany you on your hike & fly adventures.

— SIZES 16 18 20 22 24 26 —



ACID



SPICY



On the map (which is otherwise very bright and visible) the fonts are a bit small.

CONCLUSION

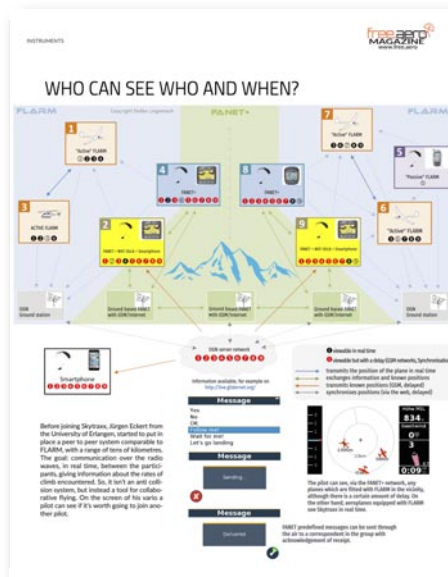
The direct connection to the GSM network ensures that the information is fully independent of a telephone. The map and the ergonomics are top quality. The connection to the cloud allows the pilot to find the information on a computer.

Main weaknesses:

- The absence of a lateral view of air space, the FAI assistant and of extra display pages.
- Impossible to use it with gloves which limits it to a single display page.
- The character fonts and symbols are too small.
- The FANET module which was originally planned is unfortunately absent.

The price is about 982€.

<https://naviter.com/en/oudie-n/>



Reminder of all you need to know about FLARM/FANET and the other aspects of collective intelligence in flight:
<http://voler.info/contents/EN/instruments2018/index.html#issue/35>

SYMPHONIA 2

Superhigh A

49^e Coupe Icare



St Hilaire - Lumbin
20-25 Septembre 2022

Photo: Sascha Burkhardt



COUPE ICARE 2022: THE NEW TEAM

RETIRED: RAIBON-PERNOUD LEAVES

After forty-eight years at the head of the biggest free flying party in the world, its founder and president, Daniel Raibon-Pernoud has passed the controls on to a new team, a trio composed of a woman and two men (see next page).

Photo: Sascha Burkhardt





Photo: Johan Chemin

The objective of the new team: 'to continue the spirit of the Coupe Icare and to organise new events, each more amazing than those before.' They will succeed!
The scene in 2021 at the south take off:
www.coupe-icare.org

The trio at the top, from left to right: Arnaud Cartier-Millon, Sara Gill, Thibault Lajugie



Photo: bruno Lavit



In 2021 on the south take off. There weren't any flying restrictions, because there was no fancy dress flying nor aerial show. This year the full program is back...

Photos: Bruno Lavit





Photo : Bruno Lavit

COUPE ICARES CINEMA...

By Jérôme Bressouly

THE CINEMA IN SPITE OF EVERYTHING

The Coupe Icare 2022 will also be the fortieth edition of the Icares du Cinéma. No doubt, an even greater success than in 2021. Here is a reminder of some of those films.



Photo : Johan Chemin

THE ENDLESS CHAIN



**GOLD ICARE:
THE ENDLESS CHAIN - 57' - CANADA - BENJAMIN JORDAN**

"A paraglider pilot pushes the limits of his mind and body during the bravest vol bivouac in the history of the Rocky Mountains."

TANDEM PILOTS OF THE WORLD



SHARED ICARE: TANDEM PILOTS OF THE WORLD - 29' - FRANCE - ESTELLE GAESC

The village of Bir Billing in the north of India is a place of refuge for the Tibetans and a paragliding Mecca. This is where the World's tandem pilots offer the most disadvantaged the possibility to discover the joy of flying!

I AM GOING TO LAND AT YOUR HOUSE



**HEART OF ICARE:
I AM GOING TO LAND AT YOUR HOUSE. CROSSING THE
PYRENEES 59' - FRANCE - ANTOINE BOISSELIER**

Antoine BOISSELIER set off to discover the Pyrenees by vol bivouac. From the ocean to the Mediterranean Sea, it's a stunning trip over unknown terrain...

PATHFINDER



**FREE ICARE:
PATHFINDER " - 10' - ISRAEL - DIAN LIOR AND ADAM RUBIN**

Six highliners set off for Norway to install a line between two colossal cliffs, lit up only by the mysterious Northern Lights. Never seen before!

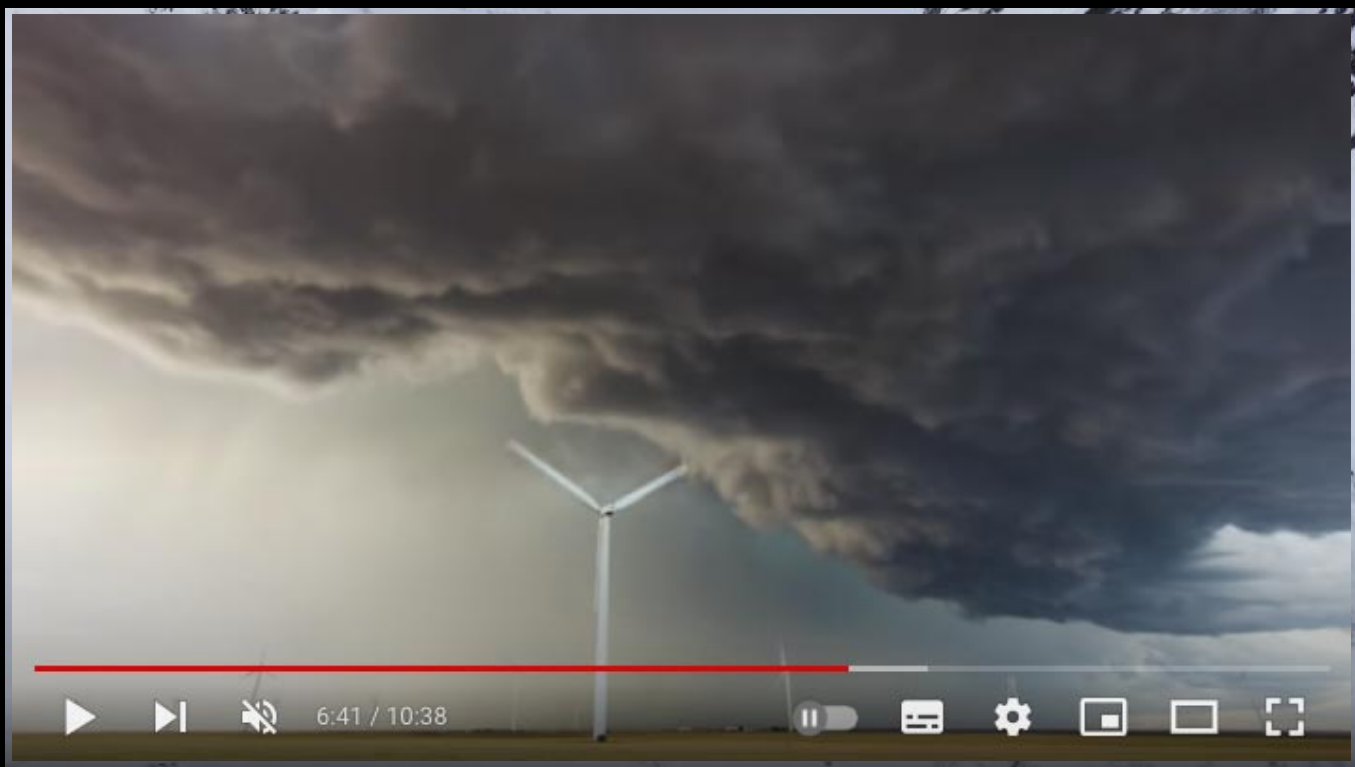
RISE OF THE BIRD MEN



ICARE SPECIAL MENTION:
RISE OF THE BIRD MEN - USA - 25' - BRANDON RUSSEL

A film retracing the history of the pioneers who gave birth to human flying without engines and made it accessible to everyone.

VORTICITY



**KIDS ICARE:
VORTICITY - USA - 6' MIKE OLBINSKI**

*An accelerated voyage in search of the clouds
and tornados in the centre of the United
States.*

FLY SPITY



PUBLIC ICARE:
FLY SPITY - BELGIUM /SWITZERLAND - 52'- BENOÎT DELFOSSE

Two of the most experienced paraglider pilots Thomas de Dorlodot and Horacio Llorens set off to explore the Spiti valley in the heart of the Indian Himalayas. An exhilarating adventure!

HARRIA HARRIA



**ICARE ARTISTIC PRESS PRIZE:
HARRIA HARRIA - 7' - DIMEGAZ KULTUR ELKARTEA**

*A spectacular and aesthetic danse show on
the vertical walls of a quarry.*

KORORO



ICARE PRESS ADVENTURE: KORORO - 17' - OLIVIER SAUTET

Four years to bring together four world class kite surfers, two photographers and a cameraman in Kamchatka, an immense volcanic peninsula in the far east of Russia.

40TH ICARES CINEMA IN 2022

Here is the information about the Icares Cinema 2022. We hope that we can bring it to you with no other virus than the bug to watch films about "free flying adventures" in all their forms...

<https://www.coupe-icare.org/lcare-du-cinema.html>

475KM EN PARAMOTEUR BIPLACE

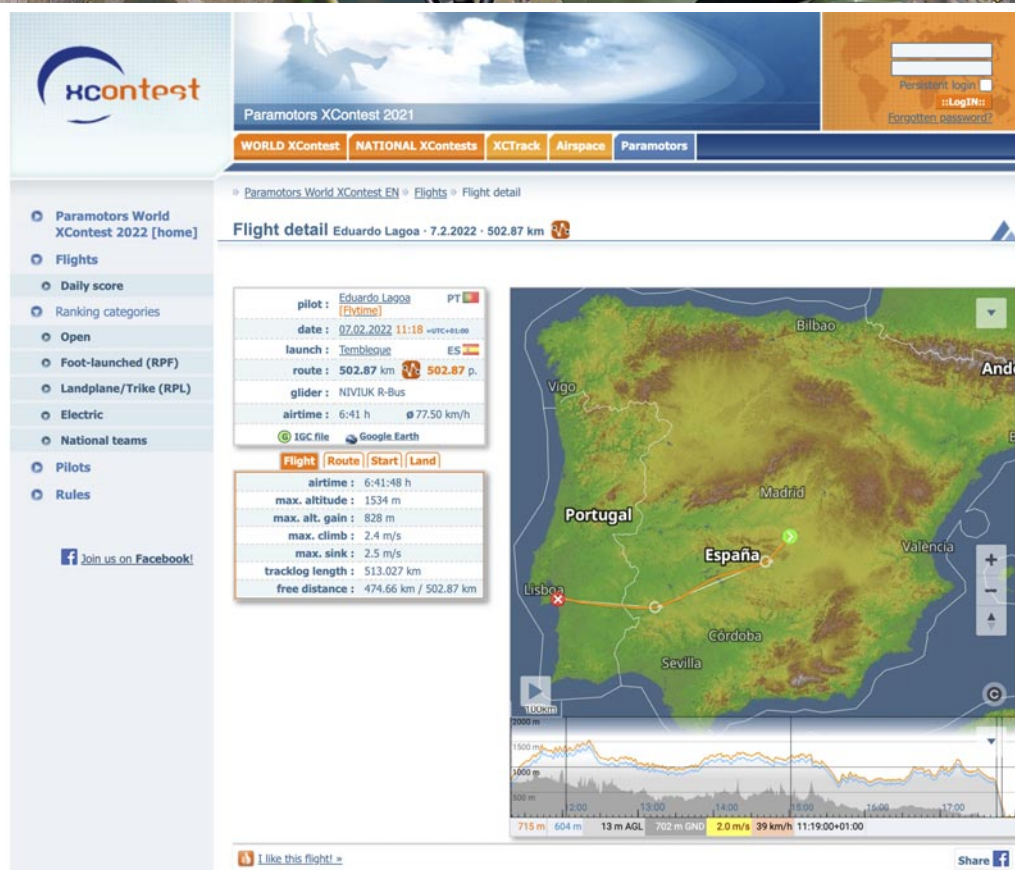


By Valentin Burkhardt

STRAIGHT LINE DISTANCE: 474.7

On the 7th of February 2022, the Portuguese pilot Eduardo Lagoa, accompanied by his co-pilot Carla Alves, set a new paramotoring record of 474.7 km. On their 40m² Niviuk R-Bus wing, they flew from Templèque (Toledo, Spain), to Setúbal in Portugal, in 6h41. The details of the record were declared with the Fédération Aéronautique Internationale in the category R (microlight and paramotors), under the category RPL2T, beating the previous record set by Polish pilot Krzysztof Romicki (427.07 km in 2018).

The buggy used was a Power2Fly Fenix XC, and their instrument was a Flymaster Live.



REMINDER: THE R-BUS



The R-Bus flown by Niviuk's Portuguese pilot, Eduardo Lagoa, to set his distance record.

NIVIUK R-BUS MANUFACTURER DATA

<https://www.niviuk.com/en/r-bus>

TAILLE	31	34	37	40
CELLULES	55	55	55	55
SURFACE À PLAT [m²]	31	34	37	40
ALLONGEMENT À PLAT	5,4	5,4	5,4	5,4
PTV [kg]	100-410	120-440	150-470	210-500
POIDS DE L'AILE [kg]	6,6	7,1	7,6	8,1
HOMOLOGATION	EN 926-1, DGAC, Test de charge	EN 926-1, DGAC, Test de charge	EN 926-1, DGAC, Test de charge	EN 926-1, DGAC, Test de charge

23	AD ADVENTURE CROSSOVER
23	AD CAMELEON EXO
78	AD COUPE ICARE
72	AD GIN BOLERO 7
20	AD GIN BOLERO 7
35	AD KORTEL DESIGN KRUYER 3
12	AD KORTEL DESIGN KRUYER 3
3	AD NEO LOVE WHAT WE DO
17	AD NIVIUK ARTIK 6
69	AD NIVIUK KLIMBER 2P
76	AD NIVIUK KODE P
7	AD NIVIUK KODE P
15	AD OZONE DELTA 4
11	AD OZONE SOLOS LITE
19	AD PARAGLIDING MAP REDEEM
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Herausgeber, Chefredakteur, Verantwortlicher : Sascha Burkhardt
Reportagen und Rubriken : Nathalie Monnier, Valentin Burkhardt, Arthur Burkhardt
Testpiloten : Pascal Kreyder, Estéban Bourroufiès, Philippe Lami, Tom-Chauvin.
Grafik : Sascha Burkhardt

Anschrift:
Waldstr. 23
D-79108 Freiburg
contact@free.aero
Tel 00 49 152 57099148

DE344400874

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