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WORLDWIDE PARAGLIDING AND PARAMOTORING MAGAZINE. FOR FREE.

#trends 2026 2/2

Photo: Pascal Purin

#trends 2026

Two Phi Maestro 3 wings are circling in a thermal near the Achensee in Austria
https://phi-air.com/project/maestro-3-light/

Little Cloud, specialist in miniwings for decades, also offers parakite wings like this Mouette, accessible to a good number of pilots. After initial hesitations, Tom now applies a greater amount of reflex profile.

https://www.littlecloud.fr/la-mouette/

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#trends 2026

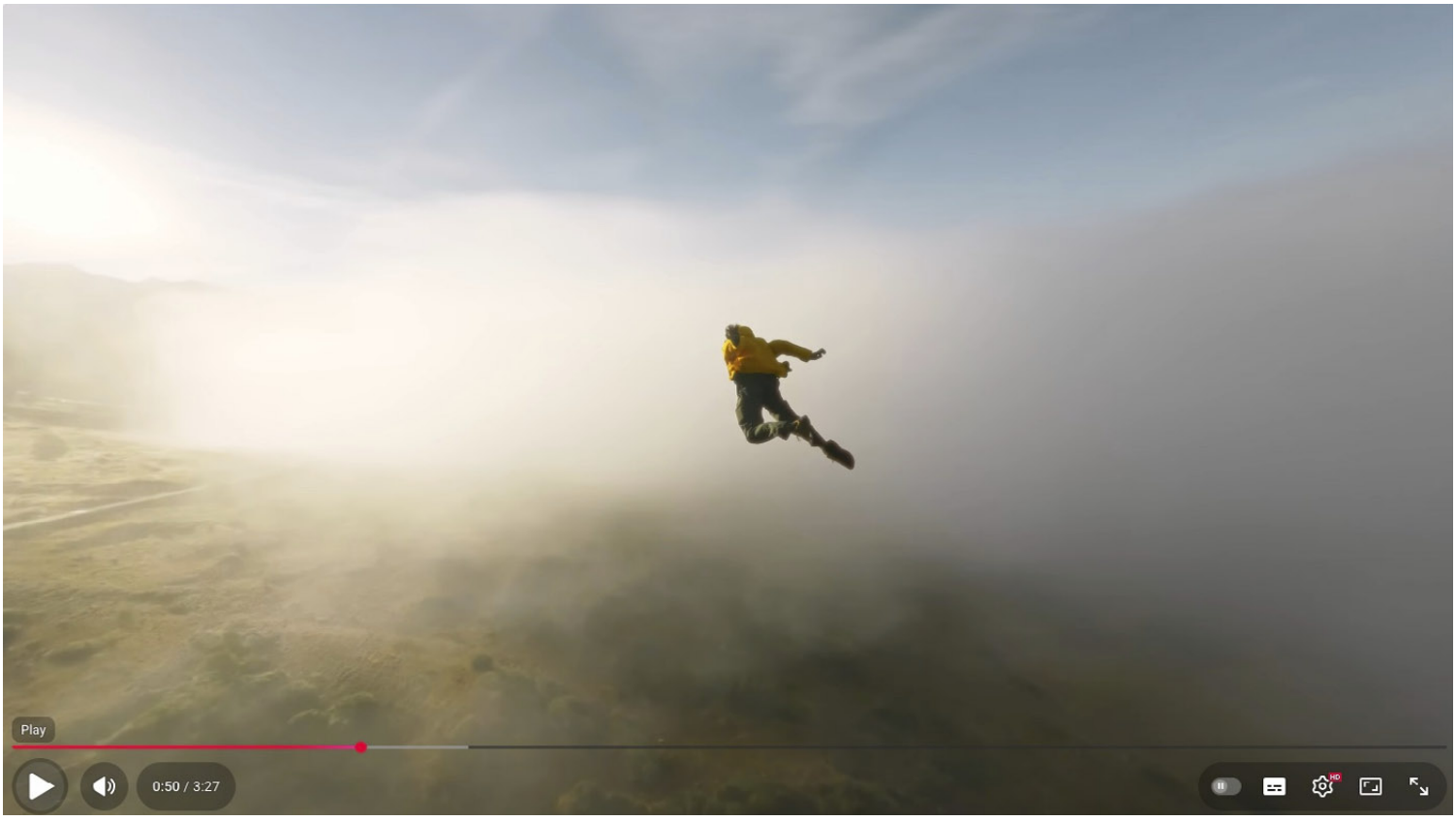
Photo: Sascha Burkhardt, Pilote Arthur Burkhardt.

It refuses to collapse: the new Flow Albatroxx. The pilot pulled the A-lines to the maximum: typical folding stability for a wing with reflex profile.

However, one may wonder if an aspect ratio of 6.8 with 65 cells is really a good idea for a parakite wing. That really matches paragliders from the higher categories.

On the other hand, inflation is easier than with other parakites!

To be continued...



A great new video from JBC has just been released. A beautiful tribute to our flying dreams that became reality... and to JBC's parents, whose father was a helicopter pilot...

#shots

EN/LTF A

KODE 2 P

NEW GLIDER

Hike lightly, fly free *and enjoy the ride*

The Kode 2 P is an ultralight and accessible mountain wing, designed for hike and fly. It retains the free and playful spirit of its predecessor, with greater pitch and roll stability and improved low-speed behaviour.

Refined in every detail, it is even more intuitive and easy to control. Highly versatile and available in a wide range of sizes to suit every type of pilot and adventure.

Sizes

12 / 14 / 16 / 18 / 20 / 22 / 24 / 26

Ink Antias Halo Teal

KOOPER P

All *in one*

From 2.09 kg

The new Kooper P is Niviuk's most versatile reversible harness. Its modular structure allows for various configurations - perfect for different flying disciplines. Ideal for hike & fly, thermalling and soaring, it can also be used for speed flying. Light, ergonomic, compact and safe, it is equipped with an airbag and an integrated emergency parachute compartment.

Sizes S / M / L

NIVIUK | P SERIES

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#parakite 2026

For a while, one could think that parakites, meaning paraglider wings with a control system inspired by kites, might remain a "niche" in our sport. Similar to speedriding and speedflying, which entered our world with many promises but ultimately remained quite exclusive.

However, parakites seem to really attract the attention of a good number of pilots. Even manufacturers, initially reluctant, like Niviuk, now use their paraglider expertise to release a model.

After our investigation and our own tests of various parakite wings, we do identify several points that make a real difference...

Speedriding wings like this Fizz 2 from Level Wings are much further from paragliders than parakites.

One of the appeals of parakites: impressive flares, allowing for an unexpectedly strong climb. On a standard paraglider wing, you'd need good control of the speed-bar and brakes close to the ground. With a parakite, everything is controlled by the pilot's hands.
Another difference:
a standard wing doesn't offer the same maximum speed, so it doesn't store as much energy during acceleration.

Here, a Fuze from Level Wings.

#parakite

Parakites offer a wide range of speeds, and depending on their design, they can now be quite accessible even for intermediate or less experienced pilots. The hands-up dive can be very impressive on one model, or more moderate on another.

Speedriding wings also aim to offer a broad spectrum of flying uses, but unlike parakite wings, their performance is too limited for soaring or for exploiting thermals.

Parakites, on the other hand—especially larger ones—can actually circle in thermals. That makes sense: wings like the Jester are real paragliders, but with a reflex profile and a wide acceleration range controlled through the brakes.

Of course, you should choose according to your flying preferences. For example, the Razorblade from U-Turn, which we tested, dives strongly and flies very fast—even in size 18.

A recent parakite like this Jester from Niviuk: a wing designed like a 'large' one, with modern paraglider technology, offering good performance in 'normal' flight...
... but much more dynamic when you let it fly... Photos: Tim Rochas / Niviuk

#parakite

**Clearly visible: The structure of this U-Turn Razorblade is similar to that of a standard paraglider.
There are even Nitinol rods. But thanks to the thicker profile and the reflex, this wing is much more resistant to collapses—even at full speed approaching 70 km/h...**

You can also clearly see here that, despite the pilot's relatively low hand position, the trailing edge is not bent downwards. In this part of the brake range, you're still controlling only the angle of attack.

It dives dramatically as soon as the pilot raises the hands, and the top speed is around 70 km/h (all-up weight about 80 kg). A standard competition glider can reach comparable speeds—but only with a much thinner profile and a much higher tendency to collapse.

More importantly, the Razorblade allows close proximity flying along steep slopes, then shoots up like an arrow when the pilot pulls the brakes. Another parakite, like the Moustache, maintains a more horizontal glide angle.

Despite those model differences, modern parakite wings are much closer to classic paragliders than speedriding wings, while offering a wider range of potential uses.

Parakite take offs differ slightly from standard paragliders: they tend to rise a bit less easily and require a faster run, but overall they behave much more like paragliders than speedriding wings.

However, don't try to lift off by pulling too much brake—these are small surfaces, and a stall can happen quickly.

What surprises most pilots at first is that on a parakite, the upper part of the brake travel offers almost no resistance.

It feels as if the brakes aren't connected to the wing. This is because, in the upper range, you only influence the angle of attack, without creating a brake flap that would increase drag.

Photo: Sascha Burkhardt Pilote: Valentin Burkhardt

Brake input only takes effect at relatively low hand positions. With the brakes in hand, the pilot goes through several different stages:

- With hands up, parakites can be compared to a paraglider with the speed bar pushed fully on.
- Applying a bit more brake, the parakite behaves like a more classic paraglider with hands up.
- It's only in the even lower range of the brake travel that the pilot actually acts on the trailing edge, braking it.
  So, pilots must be aware that for much of the flight, it's as if they're flying with the accelerator.

This is what gives such a wide speed range, and impressive reserves when going from hands up to real braking.

High speeds are relatively safe thanks to the thick profiles of parakites, and especially their self-stabilising reflex character

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When a classic paraglider dives, the motion often tends to intensify. A reflex profile, on the other hand, automatically counteracts this movement towards collapse. It tends to right itself.

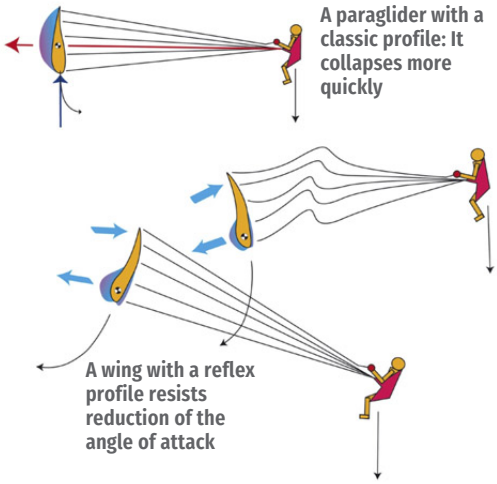


Photo Sascha Burkhardt Pilote Arthur Burkhardt Aile: Windtech Dune 18

#parakite

The U-Turn Razorblade 18 in a turn. In this part of the brake range, the pilot is not acting on the trailing edge.
There's no brake flap being pulled down. Control is only through angle of attack.

It's like, on a classic paraglider, the pilot pushed more on the right and less on the left side.

This collapse resistance has also allowed paramotor wings to reach speeds around 70 km/h and to fly through even moderate turbulence at these speeds without collapsing.

But there are limits: when a reflex wing does collapse, its reaction can be much more dramatic once you go beyond its stability margins. That's why you avoid flying parakites in very turbulent thermal conditions.

Originally, parakites were mostly intended for coastal soaring and for mountain flights in the morning or evening.

Little by little—always keeping safe margins—they are now taking over in the mountains, sometimes even being used for thermalling, especially in larger sizes. Wings like the Mullet from Flow Paragliders are surprisingly well suited for this. It's likely that the Jester from Niviuk will become a very versatile wing, but we haven't managed to test it yet.

It's very likely that parakites will gain a much bigger status alongside classic paragliders than speedriding wings have.

Two issues remain: so far, parakites haven't been certified in EN A-D classes. And of course, since they are sophisticated constructions, their prices are in line with standard paragliders.

It would also be interesting to see schools offer special parakite training. Of course, any paraglider pilot with a minimum of experience can easily switch—but often, new 'parakiters' don't realise that all this flying with hands up, skimming the terrain, is actually like flying a paraglider with the speed-bar fully engaged...

Photo Sascha Burkhardt Pilote Arthur Burkhardt

A viral video: Beni Kälin from Speedflyingschool shows the capabilities of a parakite taking off on flat ground... Impressive, but it has to be acknowledged that the building behind him provided additional help by creating dynamic lift. Still, this would not have been possible with a standard paraglider wing.

Here we clearly see a problem that does not only concern reflex profile parakites, but also some paragliders. On this parakite (Flare Line 10), a knot on the rear line induces braking while the risers are accelerating: this cambers (deepens) the reflex profile, which then loses its auto-stability. The result: massive collapses. This is also why you should never, under a paraglider, accelerate with the speed-bar and brake at the same time... Here, counterintuitively, the pilot had to increase brake input to reduce the angle of attack — equivalent to releasing the speed-bar under a classic wing.

In this short video, Axel Jamgotchian (who works with U-Turn) shows the difference between the dive of a Razorblade and that of a Moustache.

Here, Axel performs the first barrel roll after a wing-tip touch on landing: this is possible thanks to the high amount of energy in the system.

Beni Kälin from Speedflyingschool performs a true looping maneuver (the pilot rotates around the wing from the front). This is a maneuver that used to be impossible without the dynamics of a parakite wing. Infinity tumbling, in the opposite direction, requires less energy and is far more common. For a looping, the pilot has to climb roughly 35 m. For a tumbling, it is much less, since the axis of rotation lies between the pilot and the wing.

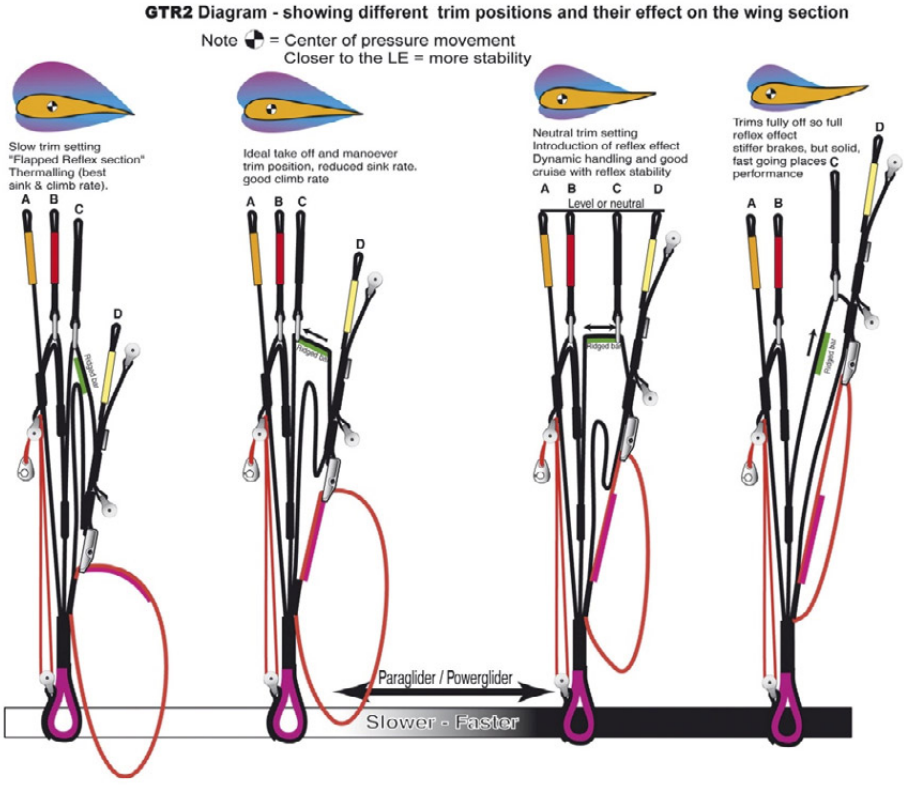
The risk of falling into the wing during a looping remains real, even with a parakite — see the video below.

Niviuk wants to position their Jester parakite more in the category of "parakites for almost everyone". As a result, this promotional video appears rather 'soft', even though the Jester likely has an even more dynamic potential if the pilot desires.

As a reminder, here is a collapse of a parakite wing that does not reopen quickly enough. The first 10 seconds are interesting.

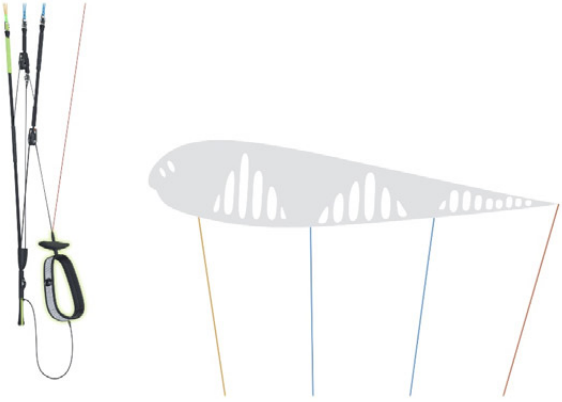
The American manufacturer Fluid, specialised in speedriding wings, offers a parakite without a reflex profile, the Odin, distributed in Europe by Styl-air, contact +33 6 88 13 91 84.

Paramotor wings have always used reflex profiles to ensure good stability at all — often very high — speeds, made possible by complex acceleration systems (here, the Paramania GTR2 and GTX).
Paramania was a pioneer of this technique.. Photos: Louis Garnier http://louisgarnierphoto.com

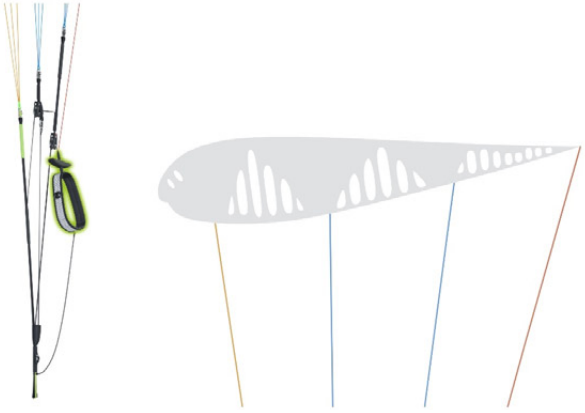


The first reflex wings for paramotors were actually less maneuverable. With the GTX, Paramania offered wings that were very responsive, as well as collapse-resistant at high speeds.
Real toys! Unfortunately, Paramania had to stop production. Photos: Louis Garnier http://louisgarnierphoto.com

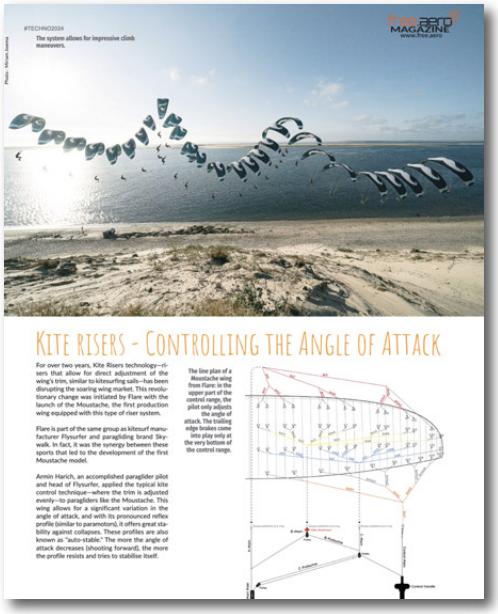
A parakite like the Niviuk Jester behaves at half brake much like a normal paraglider, but with reflex built into the profile.



When you release the brakes fully, you're in a fully accelerated glider configuration. That's what can be confusing for beginners. Especially since, in that position, there's usually almost no pressure on the brakes with most parakite wings.



Find more the details about kiterisers in this issue:



KITE RISERS - CONTROLLING THE ANGLE OF ATTACK

EN/LTF B

HIKO

Progress *with total confidence*

PROGRESSION

CROSS-COUNTRY

The Hiko is the perfect compromise between passive safety and performance to commence your first long distance flights. It is an intermediate glider (mid EN B), situated between the Hook and Ikuma, expanding our range of paragliders. Its intuitive handling and advanced technologies will allow you to fly with confidence and explore new horizons.

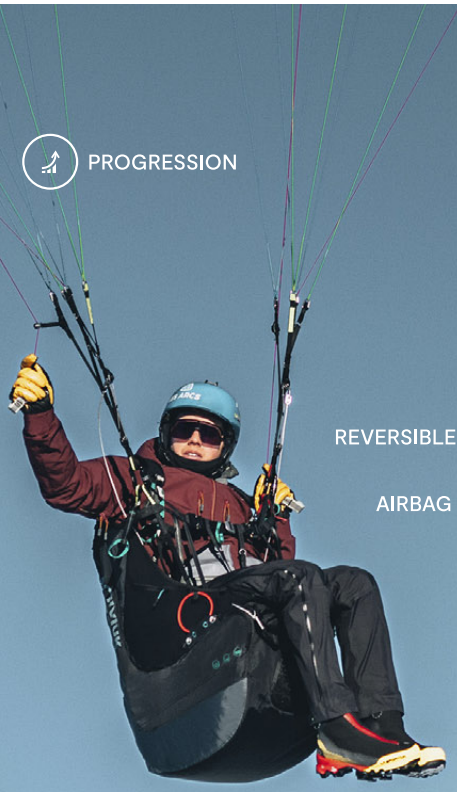
Sizes

20 / 22 / 24 / 26 / 28 / 30

KONVERS 3

Versatile *and functional*

PROGRESSION



REVERSIBLE

AIRBAG

The Konvers 3 is a versatile harness fitted with a seat board. It is comfortable, ergonomic and designed to suit the needs of every pilot. It is also reversible, but the backpack is completely detachable, so it can be used independently. It is perfect for thermalling, recreational flights and ground handling. Compact and safe, it has a pre-inflated airbag and an integrated emergency parachute compartment.

Sizes

S / M / L / XL

AIVIUK

#brake->collapse

This video clearly shows how a wing can collapse if it is both accelerated and braked at the same time. The Brazilian pilot Samuel Paiva, although very experienced, didn't immediately realise that after take off, while settling into his pod harness, he had accidentally pressed the speed-bar.

In accelerated trim, his wing started collapsing as soon as he applied a little brake — which pilots almost always do just after take off.
The reason is simple: braking and accelerating at the same time makes the profile camber too much, greatly increasing the risk of collapse. This is especially true for high-performance wings and/or those with reflex profiles.

It took the pilot a moment to understand what was happening, but he stayed calm and continued his flight, later cruising peacefully at cloud base at 3,250 m.

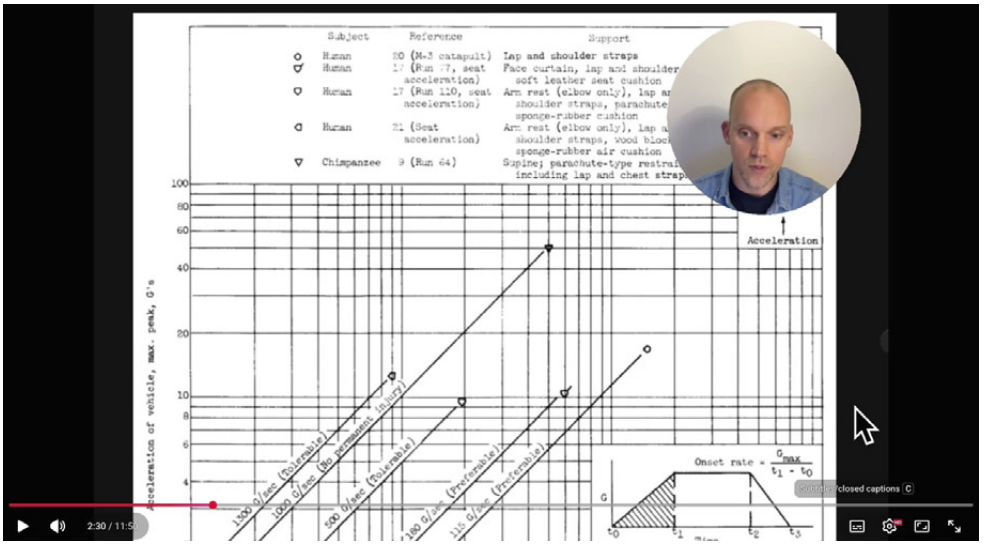
Conclusion: if your wing behaves strangely, check whether you might be using the speed-bar without realising it... It happens more easily than you might think!

Thanks to Samuel Paiva for sharing this very useful experience.
https://www.instagram.com/samvoolivre

#news

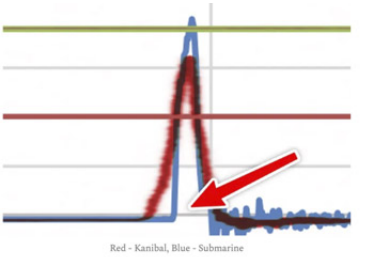
#jerk ?

A discussion has emerged around back protectors in harnesses.
The term "jerk" refers to the rate at which G-acceleration increases in the event of an impact.
It is absolutely possible to experience relatively low G forces that nevertheless build up very rapidly.
This is not without consequences for the pilot's body.
Relatively rigid protectors such as Koroyd have a high jerk value.
Pilot Zsolt Ero proposes a re-evaluation of back protectors in light of this criterion. It is a very complex topic, which we will examine in detail in an upcoming issue, interviewing other specialists such as Fred Pieri. In the meantime, here is Zsolt Ero's latest video explaining his approach...



A difference in the rise rate of G-forces: in red an inflatable protector (Kortel Kannibal), and in blue the Koroyd from the Ozone Submarine.

However, the importance of this difference remains debated.



Red - Kanibal, Blue - Submarine

Photo : Sergey Krivchikov

Photo : https://ellipse-delta.com/ailes-vol-libre/windee/

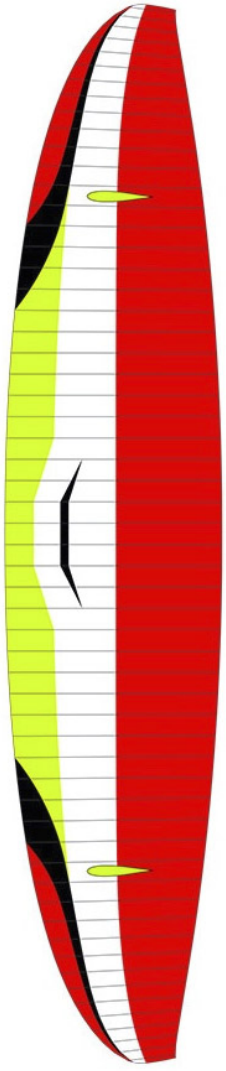
#design details #sweep

An important characteristic of a wing's basic geometry is the sweep. It is defined by the "t/4" line: across the entire span, starting from the leading edge, a point is marked on each profile chord corresponding to one quarter of the chord depth. These points are then connected to visualise the sweep.

Positive sweep is clearly visible on a hang glider or most fighter jets: the trailing edge is almost straight, and the leading edge points forward like an arrowhead. In paraglider construction, wings have been built with neutral, positive, and negative sweep.

The first rectangular wings were naturally not swept at all. Then people began cutting the corners of the "mattresses" and rounding them elliptically — usually both at the leading and trailing edge. These wings therefore remained more or less unswept.

Almost simultaneously, wings with both positive and negative sweep appeared on the market, and by the mid-1990s many manufacturers increasingly experimented with negatively swept wings: the leading edges were almost straight, while the trailing edges were shaped in an elliptical curve. The Philou was an example of this.



The Mac Para Eden 8: The boundary between the coloured decorative lines and the white area at the front roughly follows the t/4 line, emphasising the positive sweep of this wing, which is further increased by the additional rearward placement of the stabilos.

At the top left, there are three fighter aircraft, with the first one featuring a negative sweep. The aerodynamic consequences are not the same when flying close to the speed of sound. At the top, a hang-glider naturally has a strong positive sweep.

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DESIGN

We regularly highlight design details that make our modern wings fly better and better.

In the previous issue, we discussed winglets and set-back wingtips.

Here, we summarise the basics of wing sweep.

In the next issue, we will explain the wing's arc (curvature) and its influence on paraglider behaviour.

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#design

How does sweep influence flight behaviour? A straight leading edge can offer higher performance, but a completely straight leading edge would collapse a bit faster at the wing tips.

However, negative sweep worsens handling. For good handling and turning behaviour, a positively swept wing is preferable. When the pilot, for example, pulls the left brake to turn left, the wing initially rolls more or less to the right depending on the wing type. This is the adverse roll effect.

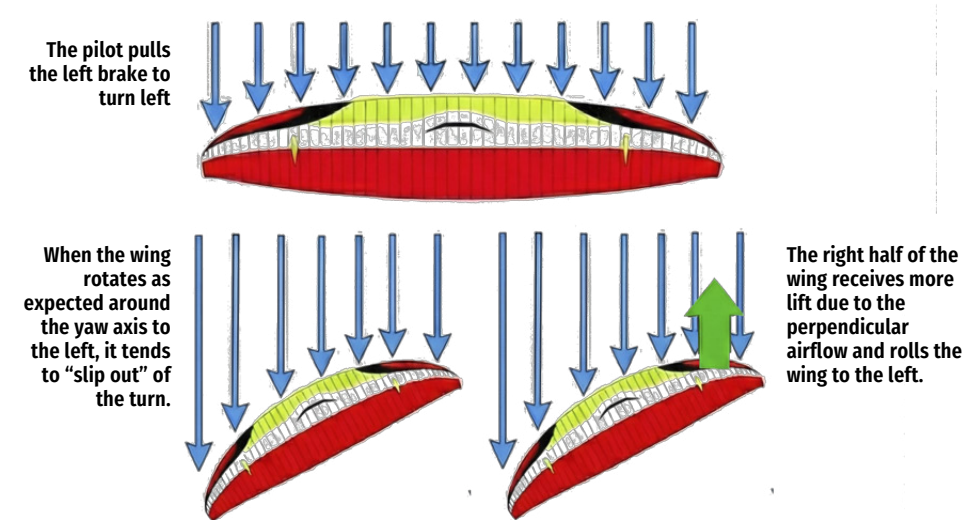
Among other things, it is due to the fact that the increased brake on the left side momentarily increases lift there, causing the wing to want to roll to the right. (This phenomenon can be compensated through higher arc; more about this in the next issue.)

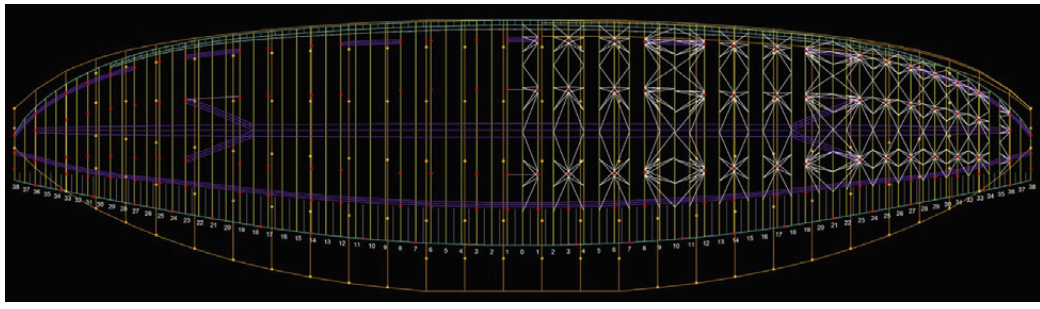
When the wing then finally rotates as expected around the yaw axis to the left, it tends to 'slip' of the turn: the mass of the wing wants to continue flying straight ahead. The wing therefore slides sideways with the right wingtip leading. If the wing has strong positive sweep, the right half of the wing receives more lift due to the perpendicular airflow and rolls the wing to the left. This bank angle supports the intended turn initiation.

The downside: a strongly positively swept wing turns away faster after a collapse than a wing with a straight leading edge. Among other reasons, because the pilot hangs further back under a highly swept wing. Very strongly swept wings were therefore risky candidates for violent spirals. Negatively swept wings may collapse a bit faster, but they are much tamer.

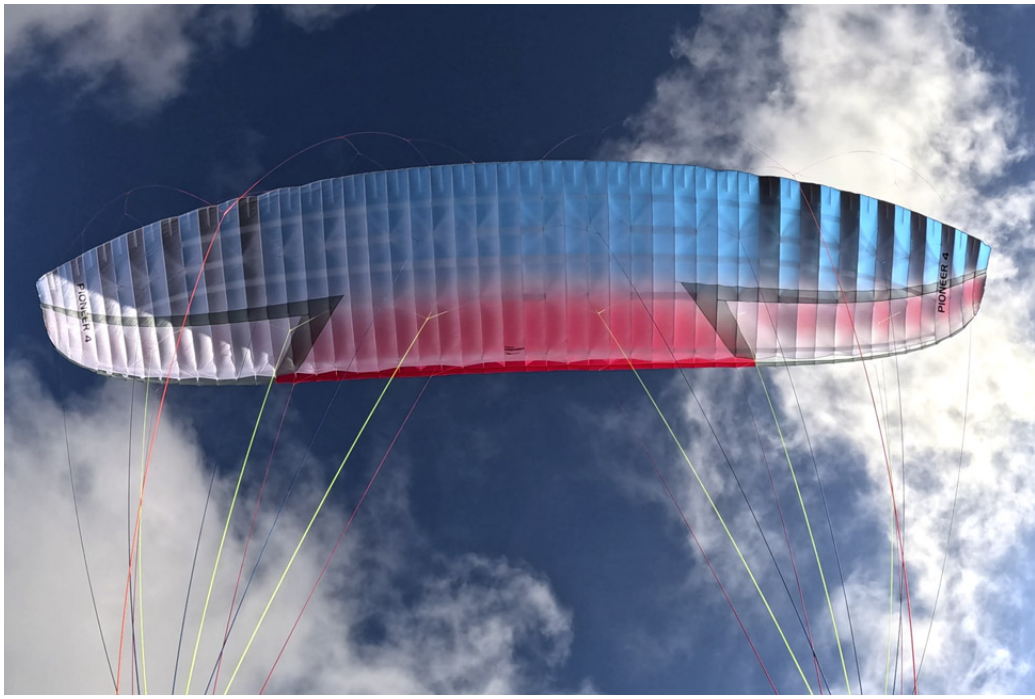
Strongly negatively swept wings, such as the early prototypes of the Phelix by Hannes Papesh, not only continued flying straight after a collapse, but even turned toward the open side. This was counterproductive — students could not learn to countersteer!

Today, wing sweep is rather moderately positive, with a tendency toward placing the wingtips further back, which improves handling.





Top: Philou (orange) vs. Maestro 3, in the middle a Philou in photo, below a Maestro 3 Light in photo.



With the naked eye, it's not always easy to judge a wing's sweep. At the top, the new Pioneer 4 from Independence; at the bottom, Phi's Maestro 3 Light.

EN/LTF B

SKIN 4 P

NEW GLIDER

Born on the *summit of K2*


Halo


Swan

From 0.95 kg

The Skin 4 P is much more than an ultralight single-surface wing; it's the ultimate evolution of hike and fly. Its design is completely new, created from scratch with a single goal: to be the lightest and most compact wing possible, without sacrificing safety or the pleasure of flying. The Skin 4 P has been tested under extreme conditions, being the hero of the flight from the summit of K2. After that experience, it's ready for any mountain challenge.

Sizes

14 / 16 / 18 / 20

ROAMER 2 P

Pack small, *fly light*

From 189 g

Sizes

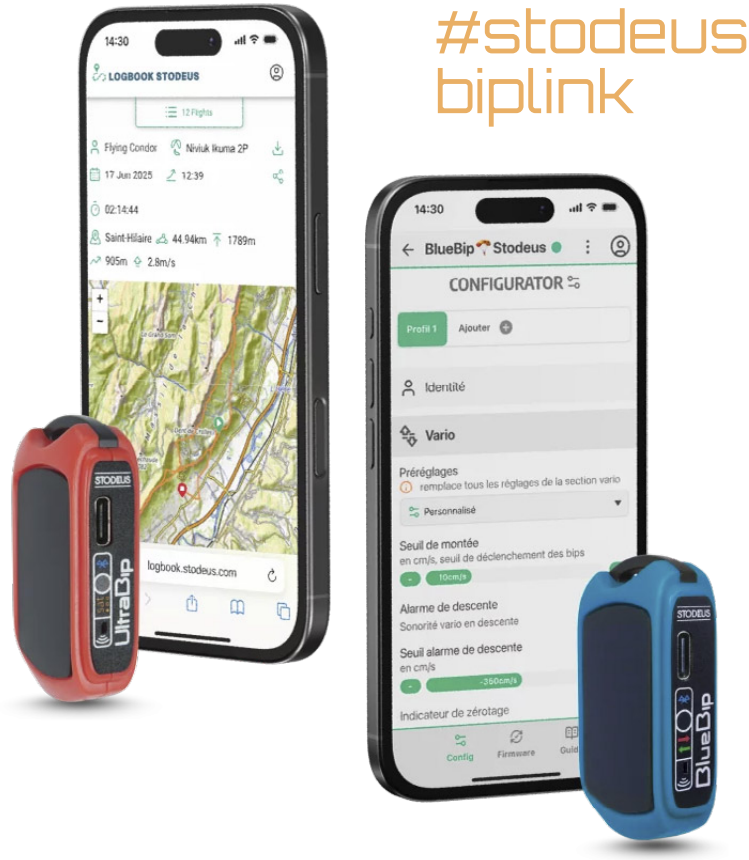
S / M / L

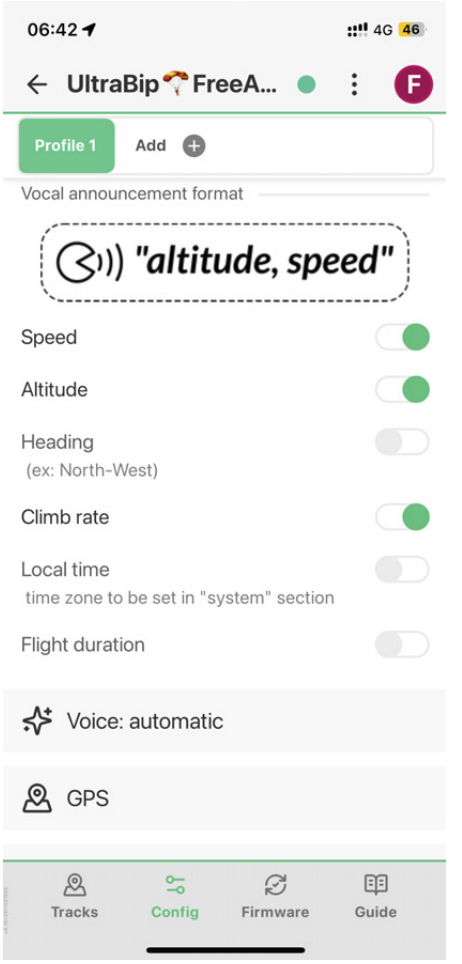
The Roamer 2 P has been completely redesigned for even more comfort. This extra light Niviuk harness is aimed at hike & fly lovers as well as para-mountaineers. Its ergonomic 3D-modelled structure adapts perfectly to the body, and its innovative integrated connection system makes pre-flight preparation simple, as well as reducing the overall weight of the equipment. You won't even notice you are wearing it!

NIVIUK | P SERIES

#instruments

#stodeus biplink



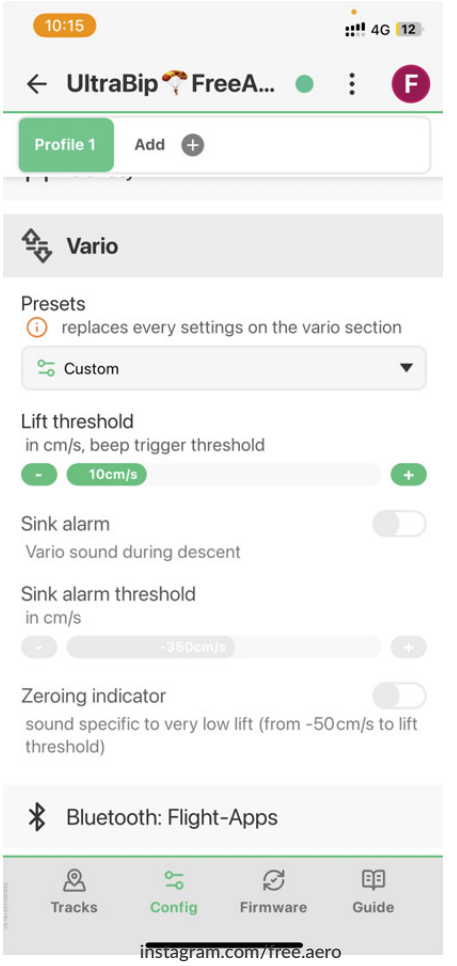


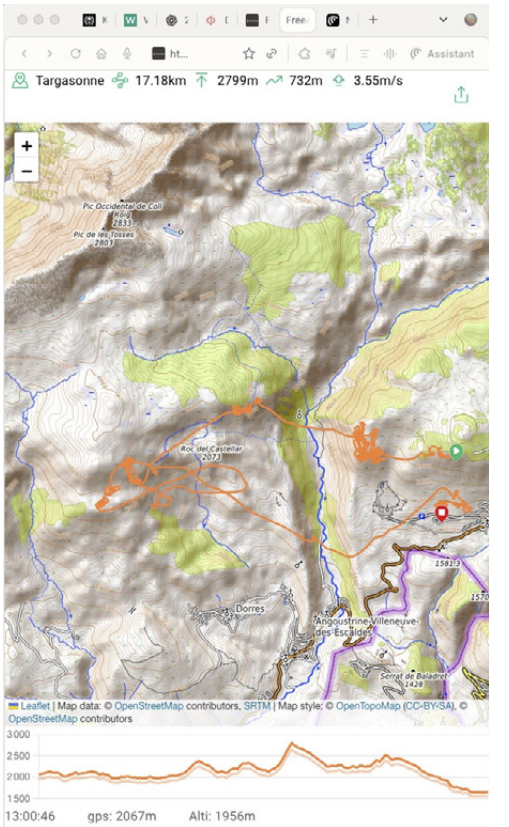
Stodeus has released an app for iOS and Android that allows users to connect to the brand's two Bluetooth instruments, the BlueBip and the UltraBip. The app is designed to make instrument configuration easier and to upload recorded flights to Stodeus's new logbook server.

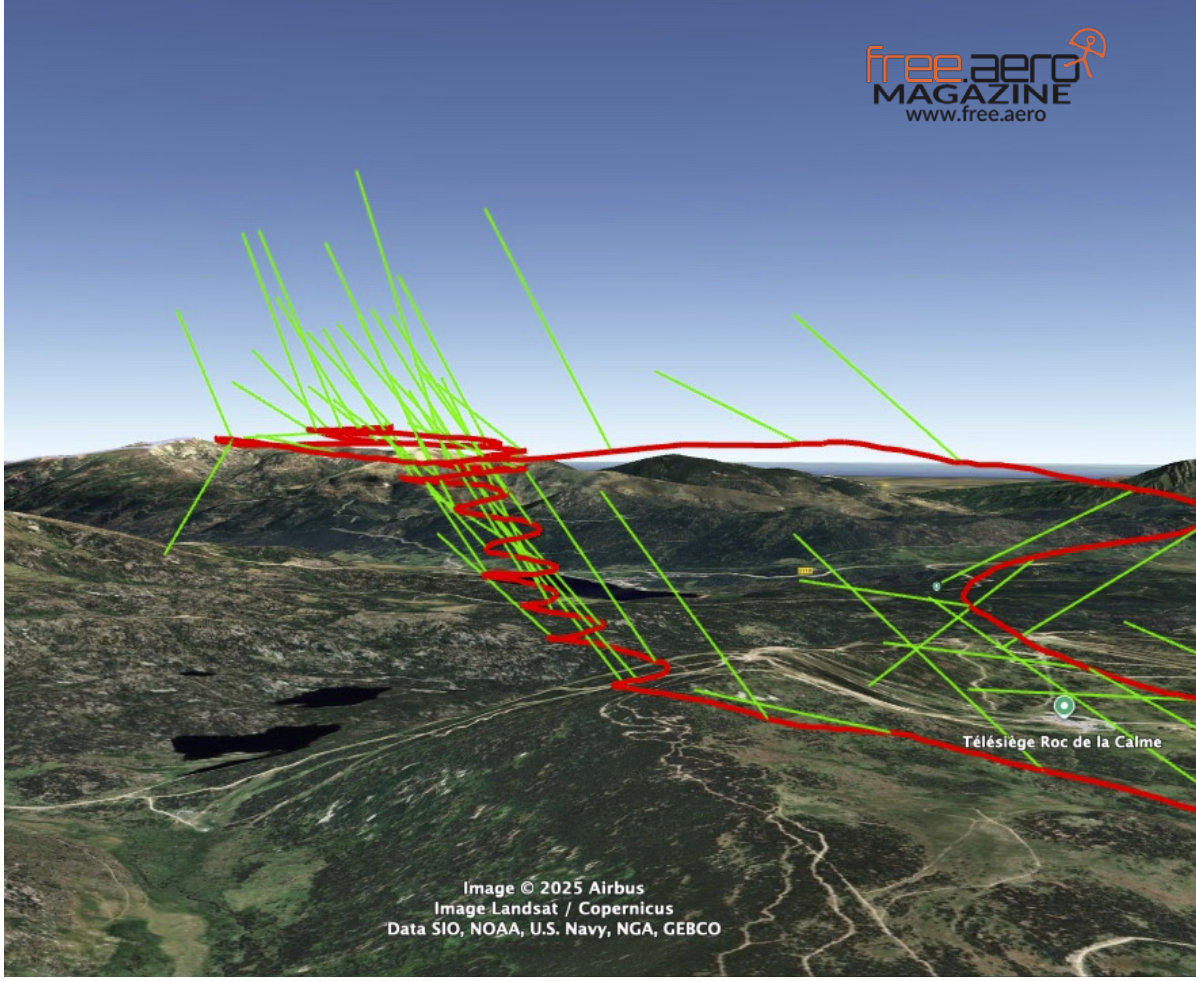
We started testing it with an UltraBip. Pairing the iPhone with the instrument is remarkably easy and reliable. All settings previously available through the web-app configurator (except detailed acoustic configuration) can be made, and the web configurator remains available.

Updates are also simplified. A new feature is the logbook: the pilot can very easily upload flights to the Stodeus server. They can be displayed on various map backgrounds. With one click, the total number of flights and kilometres flown with a wing (or multiple wings) can be shown—very useful for maintenance tracking.
The Stodeus logbook also accepts, free of charge, IGC flights from all GPS instruments on the market: Skytraxx, XC Tracer, Flymaster, Syride, Naviter, SkyBean, and the XCTrack app.

http://www.stodeus.com







#vectorvario

We are currently testing the new Vectorvario developed in France. It is a highly innovative device: the unit, which includes a pitot tube, all the electronics, and the SD card for flight recording, is simply attached to the left riser. The device functions as an acoustic variometer, a Bluetooth variometer for connection to software such as XCTrack, and above all as an instrument for measuring the wing's airspeed.

This measurement appears to be quite accurate, and the recording of IAS and TAS is very useful for analysing one's paraglider. But most importantly, the instrument computes wind speed very reliably, and in 3D. This makes it possible to see—just like in the screenshot above (record in the IGC-File), that the pilot has indeed followed the drift of the thermal. In the image, the wind was coming from the right (and from below, since there was a thermal...).

The device is also supposed to distinguish between the pilot's pendular climbs and real climbs generated by lift, as it can compensate the vario readings with the increases in speed during flares.

We will present a detailed report of our extensive tests in the next issue.

#thermup

We are also testing a device whose operation seems almost like science fiction...
It is the Thermup, an instrument said to detect thermals near the pilot, up to a distance of 300 meters, and indicate the direction to reach them using LEDs.
The physical principles are not far-fetched (although the manufacturer asks us not to disclose them here until we have completed full testing), but practical use may appear challenging.

The same manufacturer also offers classic variometers, but in a very miniature form.

To be continued...

https://www.variup.com/

Photos: Alex Höllwarth

#zoom winglets xb lt

At Zoom too, winglets are sprouting on the upper surfaces of the brand-new XB LT. According to Zoom, it offers extremely forgiving behaviour in demanding flight situations. The XB LT is said to set new safety standards in the category of lightweight intermediate wings.

Inspired by the X2C LT, it inherits the same precise yet easy brake response. Weighing between 2.85 and 3.85 kg depending on size and risers, the XB LT is ready for hike & fly adventures, long thermal flights, and cross-country exploration.

The brand is now fully managed by Alex Höllwarth, with ties to Phi fading away.

Currently, Zoom is working on its first high-end EN B glider, the XB HB, which is scheduled for release in spring 2026.A

Photo: Alex Höllwarth

The XA LT has been available for a year, and we already wrote about it: it features a surprisingly complex internal structure for an A-class wing. Here you can see the mini-ribs along the trailing edge. They ensure a cleaner shape even where the airflow is less critical than at the leading edge, but during accelerated flight and on wings with fewer cells, an advantage is already visible in CFD simulation.

#zoom xa lt

Next Generation rescue systems

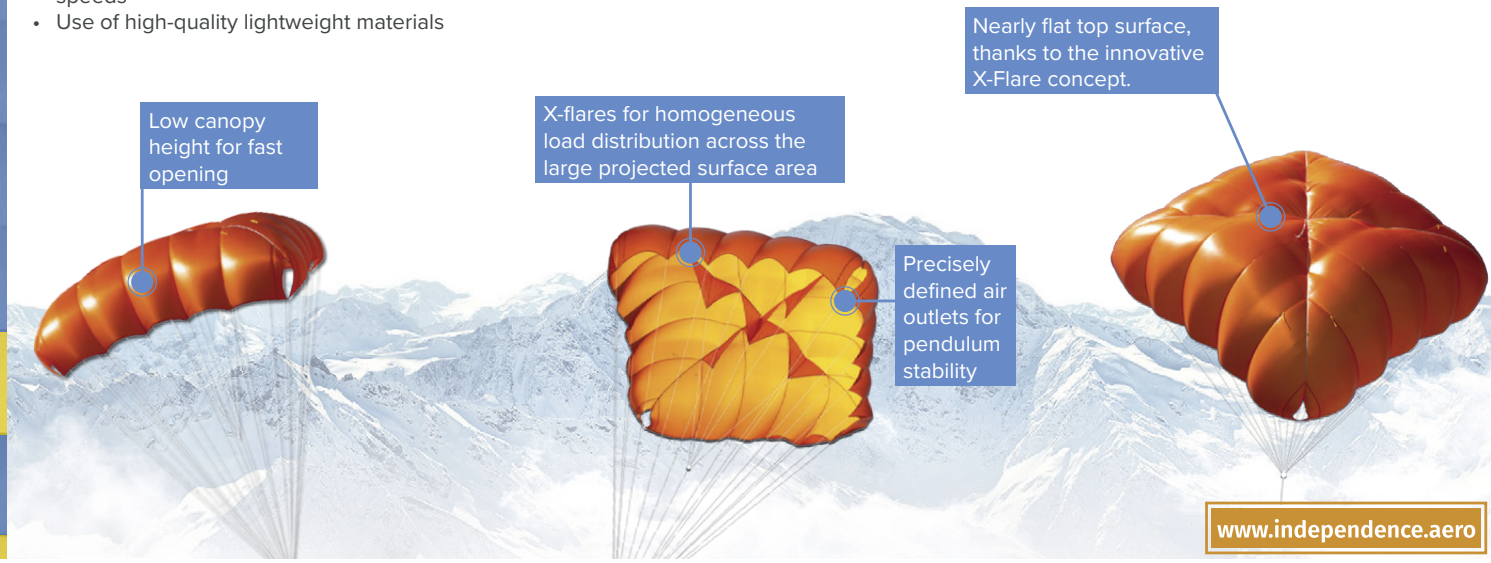
independence paragliding

The world´s leading rescue systems

Quick facts about the NG series:

- Available in 3 sizes, in both the NG and the NG Light version. Certified according to EN12491
- New, innovative X-Flare concept for high efficiency
- Excellent sink rates, each just over 5 m/s, equivalent to a jump from a height of about 1.3 m
- Very reliable opening and extremely good pendulum stability
- Intelligent, lightweight construction for fast openings, even at low speeds
- Use of high-quality lightweight materials

	Max load (kg)	Surface (m^2)	NG weight (kg)	NG light weight (kg)
NG 100 Series	100	25	1.45	1.18
NG 120 Seriea	120	29	1.6	1.3
NG 140 Seriea	140	33	1.85	1.49



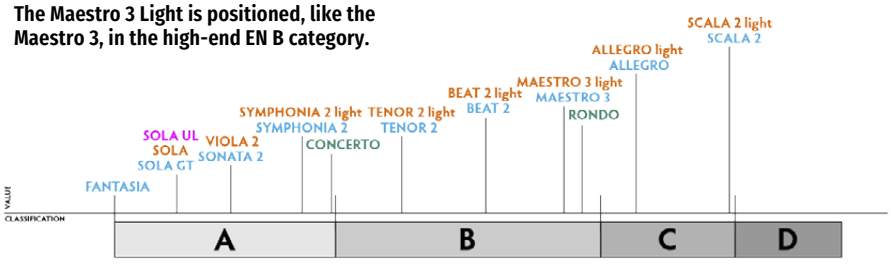
free.aero MAGAZINE
www.free.aero

Photos: Pascal Purin

#maestro 3 light

The Phi Maestro 3, already well established, is now also available in a light version. At the end of October, this model was certified EN-B in all eight sizes, from 17 to 25, for 55 to 145 kg.

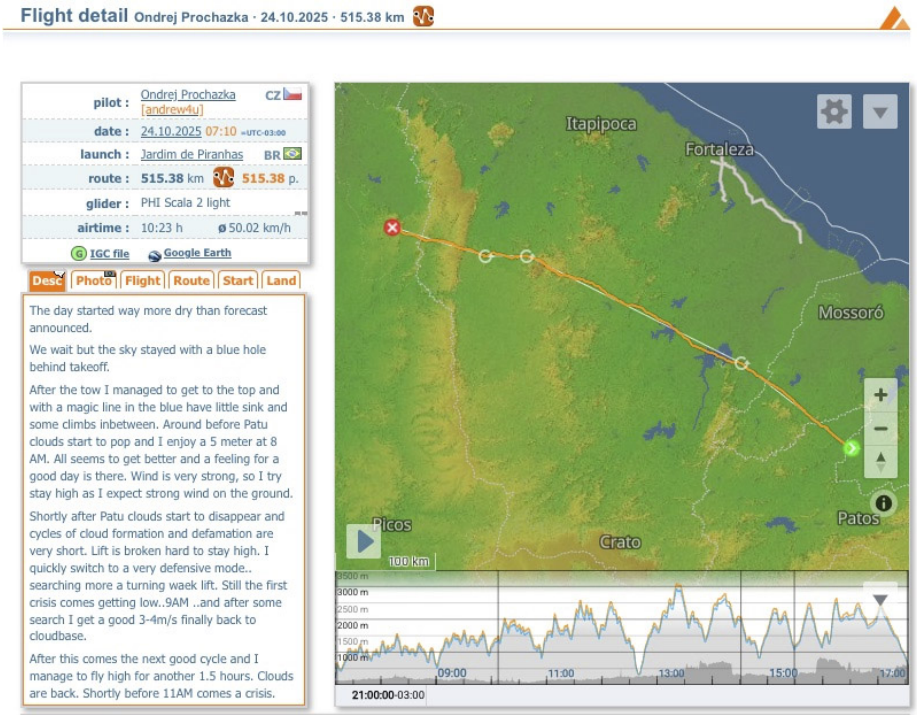
The Maestro 3 Light is positioned, like the Maestro 3, in the high-end EN B category.



Photos: Pascal Purin

The Phi Maestro 3 Light is manufactured using Porcher Skytex 27 and Dokdo D10.

A remarkable flight by Ondrej Prochazka in Brazil at the end of October with the Phi Scala 2 Light: 515 km. https://www.xcontest.org/world/en/flights/detail:andrew4u/24.10.2025/10:10

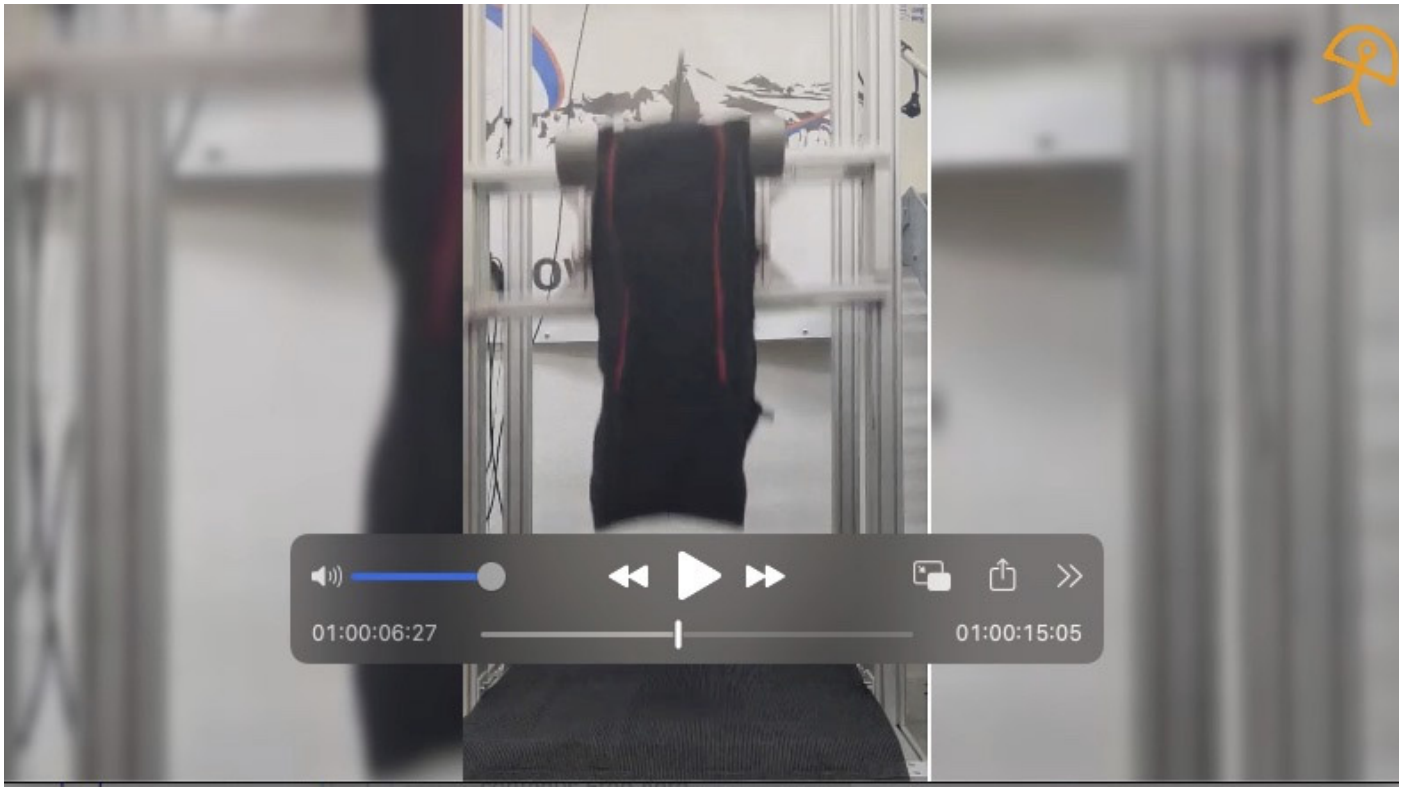


Photos: Pascal Purin

The pilot Karin Schugg, German champion in hike & fly. She is the sister of X-Alps athlete Christian Schugg.

The Cabrio pod harness is now available with all its accessories, including the additional high back protector and the lateral protectors that complement the airbag, which is already well pre-inflated at launch thanks to two Nitinol rings, as can be seen in this photo. During the certification tests, the protector did not need to be pre-inflated and still achieved remarkable values of 15.5 g with a reserve installed and 16.5 g without a reserve installed.

Remarkable values of 15.5 g with a reserve installed and 16.5 g without a reserve installed.



#beamer 3

The Beamer rescue system from High Adventure is celebrating its 20th anniversary.

It has now been available in its third version for almost a decade, yet it is still completely up to date.

It is a steerable rescue parachute, usable with or without the main wing attached, and its sink rate drops to around 3 m/s when dragging a paraglider. A bonus: this very common rescue configuration – a paraglider plus a steerable reserve – is said to be more stable than the same configuration with a paraglider and a round reserve.

It is available in both a classic and a lightweight version, each in three sizes (for 90, 130 and 170 kg).
(Reserve weights: 1640 g, 1835 g, 2705 g classic version; 1230 g, 1420 g, 2240 g light version)

http://www.highadventure.ch

Photo: Markus Gründhammer

#independence pioneer 4

Photo: Stefan Kurrle

The new Pioneer 4 is a high-performing and safe beginner wing that grows with its pilot. It is certified EN/LTF A, but with a simple modification to the accelerator system it becomes an EN/LTF B.

As for safety: we have absolutely no concerns. Markus Gründhammer, who works for both Skyman and Independence, has—as always—put it through every imaginable extreme situation over long test periods (top photo).

More information about this wing will follow in an upcoming issue.

It is available in four sizes: 22.5 / 24.5 / 27 / 29.5.
Aspect ratio 5.5, 51 cells. Weight between 4.45 and 5.65 kg

http://www.independence.aero

#independence air taxi 3

A universal tandem wing for leisure use or professional work. Take off and landing have been further improved, and the wide trim range on the C-risers provides a good speed reserve. Photos: Stefan Kurrle
http://www.independence.aero

#rescue ICE

A very good idea: the company ICE-Code offers stickers for the helmet, which contain an NFC chip and also a QR code.

Both methods lead to a website with the important data regarding the pilot, in case of an accident. Apart from the blood group (whose usefulness is not necessarily proven nowadays, since in any case no transfusion other than the universal "O-" is performed without an additional test), the pilot can have the address of the relatives to contact, the family doctor, and other useful medical information such as allergies programmed there.

A very useful and very affordable tool:
€15 per NFC/QR-code sticker.
The data are programmed when ordering, but the pilot can change the information on the manufacturer's web portal.

https://ice-code.help

#magnetic muffs everest

We are currently testing the Everest 8848 Parapente hand muffs — pure 700 cuin down, designed for winter use or very high altitudes.
This latest version with a magnetic closure makes attaching the muff to the brake handle much easier.
It seems very practical and well designed. We'll share our impressions as soon as we've done our first flights in winter conditions…

http://www.windsriders.fr

#trends 2026

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Stoffrausch: play well dressed...

Photos : Sascha Burkhardt

Photos : Sascha Burkhardt

Ground-handling, ideally in strong wind: autumn and winter are great seasons to train and learn to feel the wing and its reactions. The fashion designer Stoffrausch manufactures specially adapted suits in Berlin (which affects the price). The hood can be worn over the helmet, among other features...

Photos : Sascha Burkhardt

It's a comfortable suit that you can also wear in everyday life. However, since it's made from very soft and comfortable cotton, it's a bit more delicate than a synthetic suit. https://www.stoffrausch.com/c/specials-1/flywear

Here we're playing with a perfect toy: the Dent de Lion from Air G-Products, a single-surface all-terrain/freestyle/hike&fly wing: https://airg.family/store/products/wings/dent-de-lion

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