# free.aero

WORLDWIDE PARAGLIDING AND PARAMOTORING MAGAZINE. FOR FREE.

Photo: Jacques Paul-Stéfani

## summer is #coming


**Just take off....**
**Photo:**
**Jacques Paul- Stéfani**

**Colors Reloaded**
**Photos: Markus Gründhammer**



**An artistic view of summer paragliding... It's neither AI nor a photomontage, but a mirror trick!**
**By Jacques Paul Stéfani**

**Two GTO 3s above Lake Annecy**
**Photo: Jérôme Maupoint**

*Introducing the flying kit*

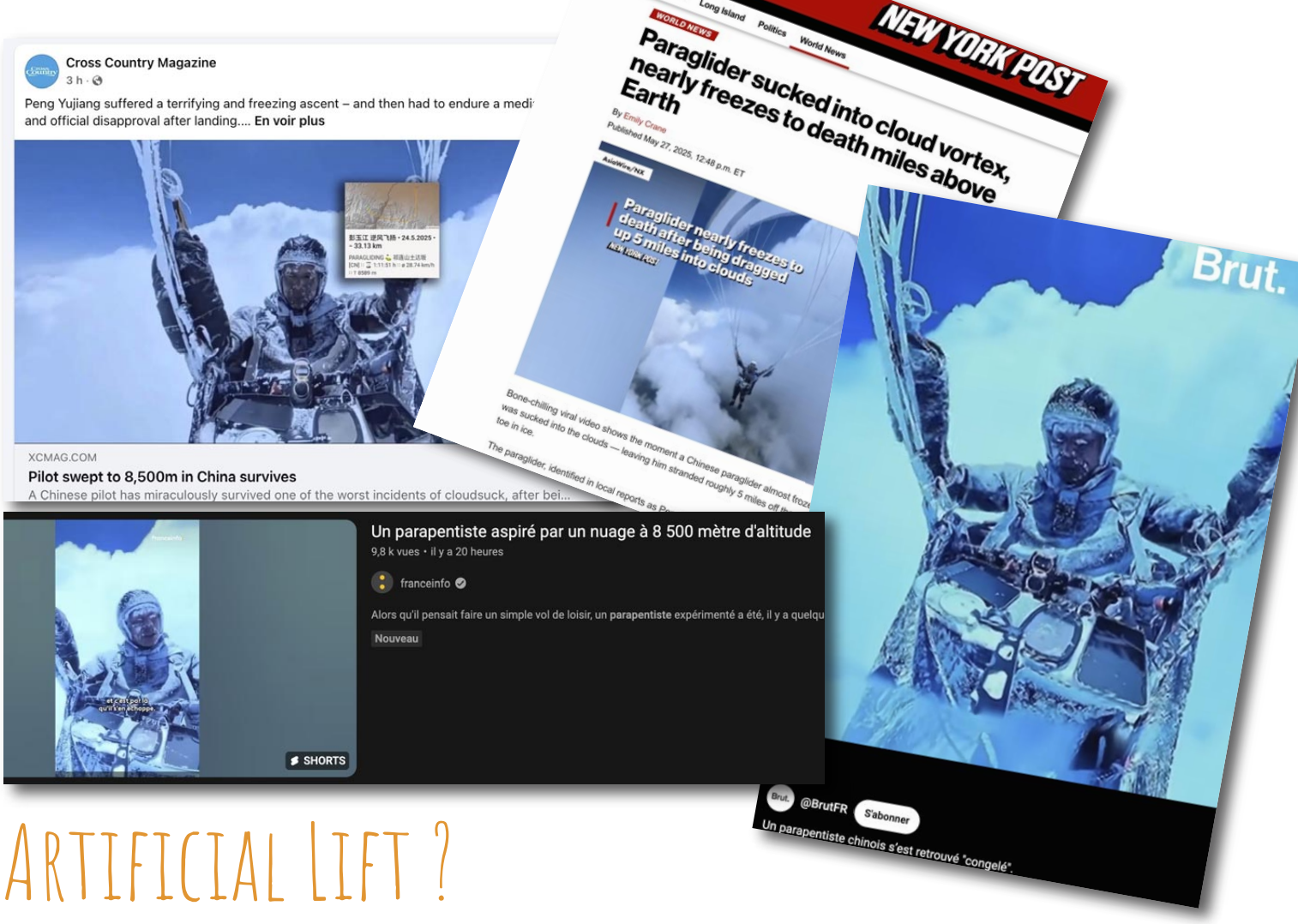
# NIVIUK x X-ALPS 2025

KLIMBER 3 P

ROCKET P


EXPE RACE


NIVIUK | P SERIES




# Artificial Lift ?

Late May 2025, a viral video set social media ablaze, claiming to show Chinese paraglider Peng Yujiang being sucked into a cumulonimbus cloud, reaching an extreme altitude of 8,600 metres, before miraculously surviving the ordeal.

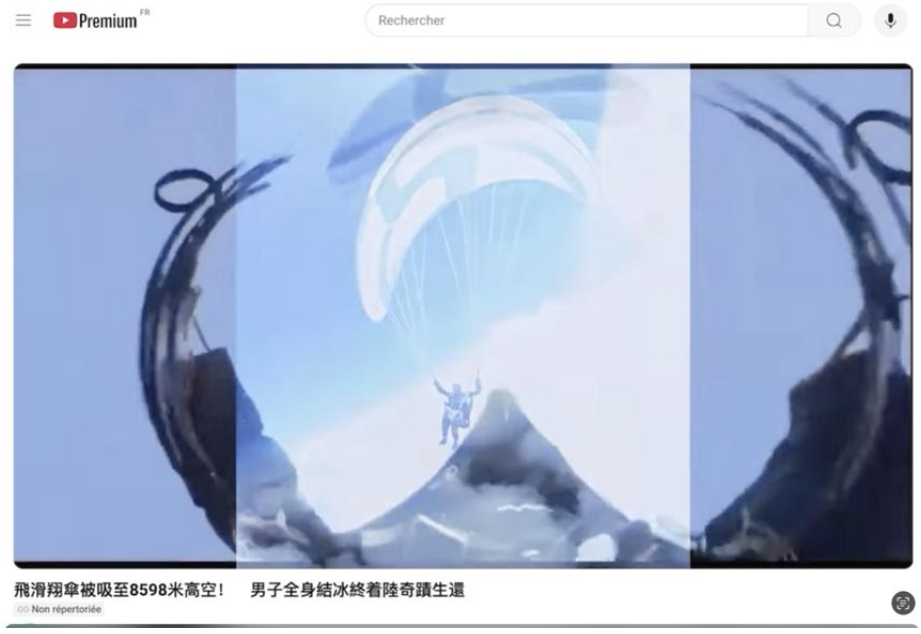
Why not, one might say—after all, Ewa Wiśnierska was lifted to nearly 10,000 meters back in 2007 (see next page).
But here, the footage looks highly unrealistic—even when accounting for the unusual perspectives a 360° camera like an Insta360, mounted on a long pole, can sometimes produce.

These inconsistencies went unnoticed by most media outlets, as well as by commentators like Bertrand Roche, featured in a Le Parisien video. Yet Roche is an experienced mountaineer and paraglider, known for multiple records, including the first tandem flight off K2 (8,611 m) in 2024, aboard a Niviuk Bi Skin prototype.

The flight scenario itself isn't entirely implausible. Two tracks have been uploaded to XContest, before being deleted shortly after by the pilot (see our analysis next page).

But the video, clearly engineered to generate a buzz, appears to be a low-effort AI fabrication: camera angles that defy even Insta360 logic, unrealistic landscapes, surprisingly smooth air (for a cumulonimbus), and the unexplained disappearance of the pod in some frames.

**During the same flight, Peng Yujiang appears to switch from a pod harness to a regular open one. If he had simply extended his legs (but why would he?), we'd see the pod flapping in the wind behind him. Or are we to believe he somehow unzipped and ditched it mid-flight—at 8,000 meters? Highly suspicious...**



However, such an adventure did happen — for real — to German competition pilot Ewa Wiśnierska on February 14, 2007, in Manilla, Australia, in training for the Paragliding World Championships.

Ewa was caught off guard when two large storm cells merged above her. She was sucked up to an altitude of 9,946 metres, after launching from just 270 metres. Her vario recorded a vertical climb of +20 m/s, followed by a descent at -33 m/s.

She survived mainly because she lost consciousness — her body's oxygen demand dropping dramatically as a result.

Ewa walked away with only minor frostbite, but tragically, another Chinese pilot died that same day after being struck by lightning.

A documentary recounting her story, Miracle in the Storm, was released in 2010. It uses reenacted footage — but unlike the recent viral video, this is clearly disclosed.

*Arthur Burkhardt*

**FAKE — ALL THE WAY TO THE IGC?**

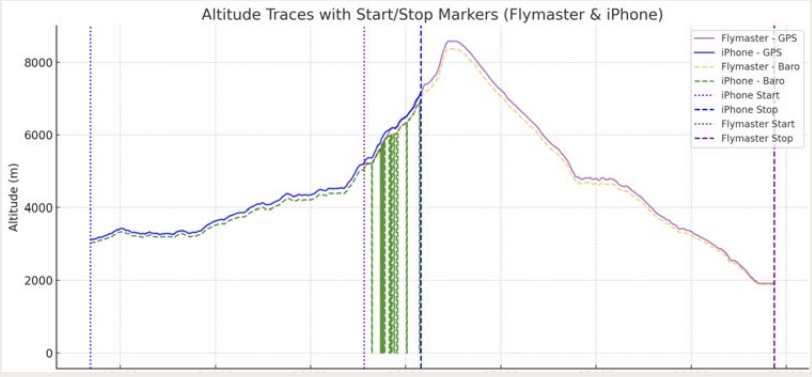
**We quickly analysed the two tracks from the Chinese flight that were uploaded to XContest and then deleted. One was supposedly from a Flymaster and contained a valid G-record — hard to fake, but not entirely impossible (GPS simulator with a pressure chamber).**
**The second track did have a valid IGC signature, but was generated by an iPhone/app combo.**
**(HFRHWHARDWAREVERSION: Apple iPhone, iOS 16.3.1**
**HFFTYFRTYPE: Naviter, SeeYou Navigator)**
**Such a file can very easily be faked with a few taps on an iPhone. A known issue — we'll return to it.**

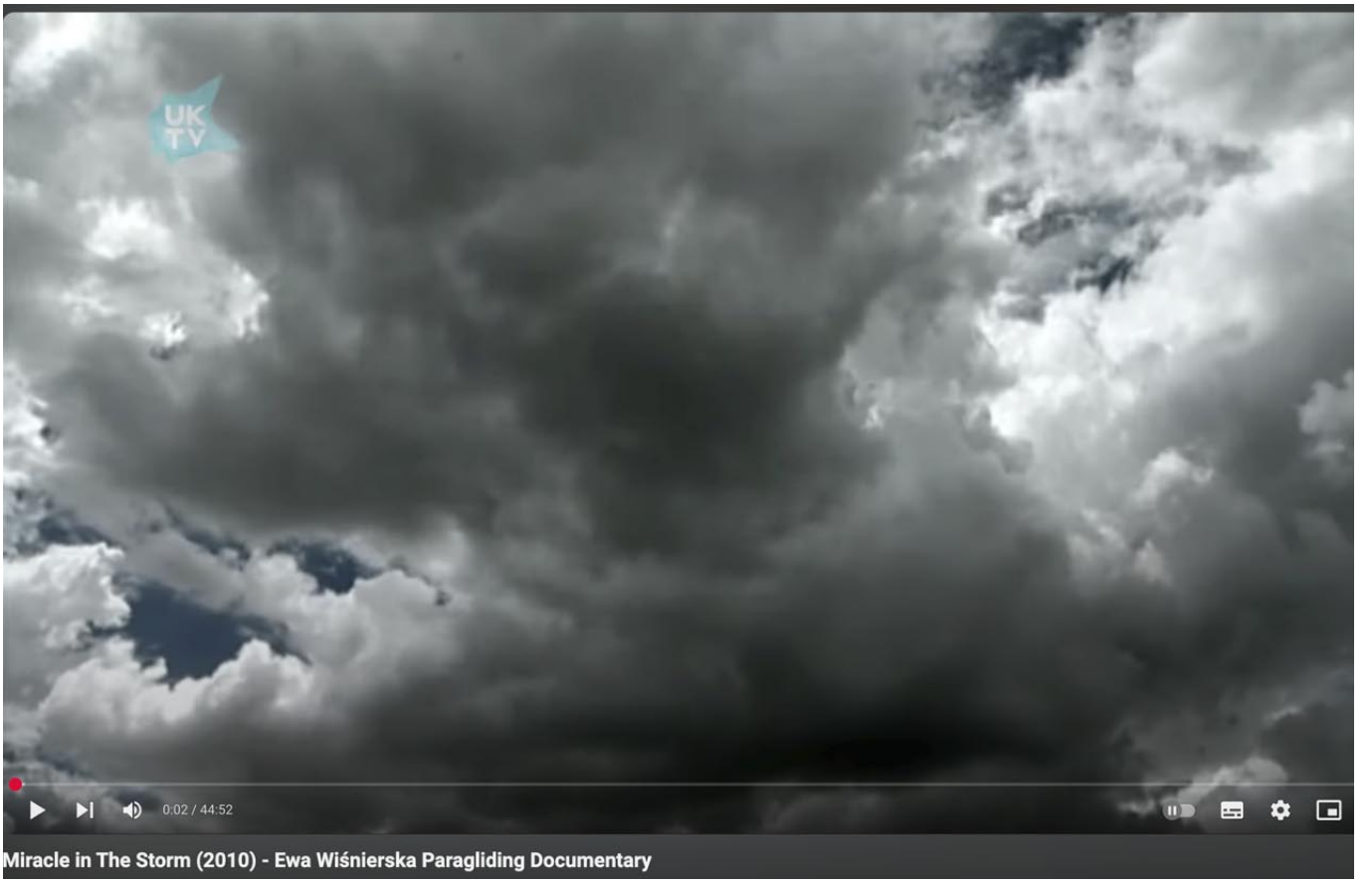
**The iPhone tracked the flight from the very beginning, following a takeoff at over 3000 m. The climb was quick, and strangely, the Flymaster recording only started 48 minutes into the flight — at 5234 m.**

**The two datasets stayed fairly in sync, with typical deviations of around 30 m.**
**However, the iPhone's barometer began producing erratic jumps, while the GPS remained consistent. Just 10 minutes after the Flymaster recording began, the iPhone track stopped completely — at about 7185 m. That would be plausible (battery?).**

**The rest of the flight, nearly two hours in total, was then tracked only by the Flymaster — including the maximum altitude reached: 8589 m (GPS).**
**All of this seems quite strange, but not entirely implausible. So it's possible the pilot really did make the flight.**
**If so, it remains unclear why he would illustrate it with obviously faked video sequences.**
**We'll keep digging and report more.**

*Sascha Burkhardt*






Ewa's case was real and well documented. The CGI in the documentary was clearly marked as such !

**THE MANILLA TRAP – 2007**
In 2014, we published a detailed account of Ewa Wiśnierska's dramatic incident. Here's a recap of the facts:

It happened ten days before the Paragliding World Championships, in the middle of the Australian summer, during an Open competition. Two cumulonimbus clouds merged, trapping several pilots—while others, like David Dagault and Chrigel Maurer, flying just a few hundred metres away, managed to pass through without major trouble.
Chinese pilot He Zhongpin was struck by lightning and killed in the storm. Belgian pilot Christophe Gaber was also sucked up. After unsuccessfully trying to descend with B-line stalls, followed by a cascade of incidents, he had to deploy his Rogallo reserve parachute—and still kept climbing, reaching 2,700 metres before managing a safe landing.

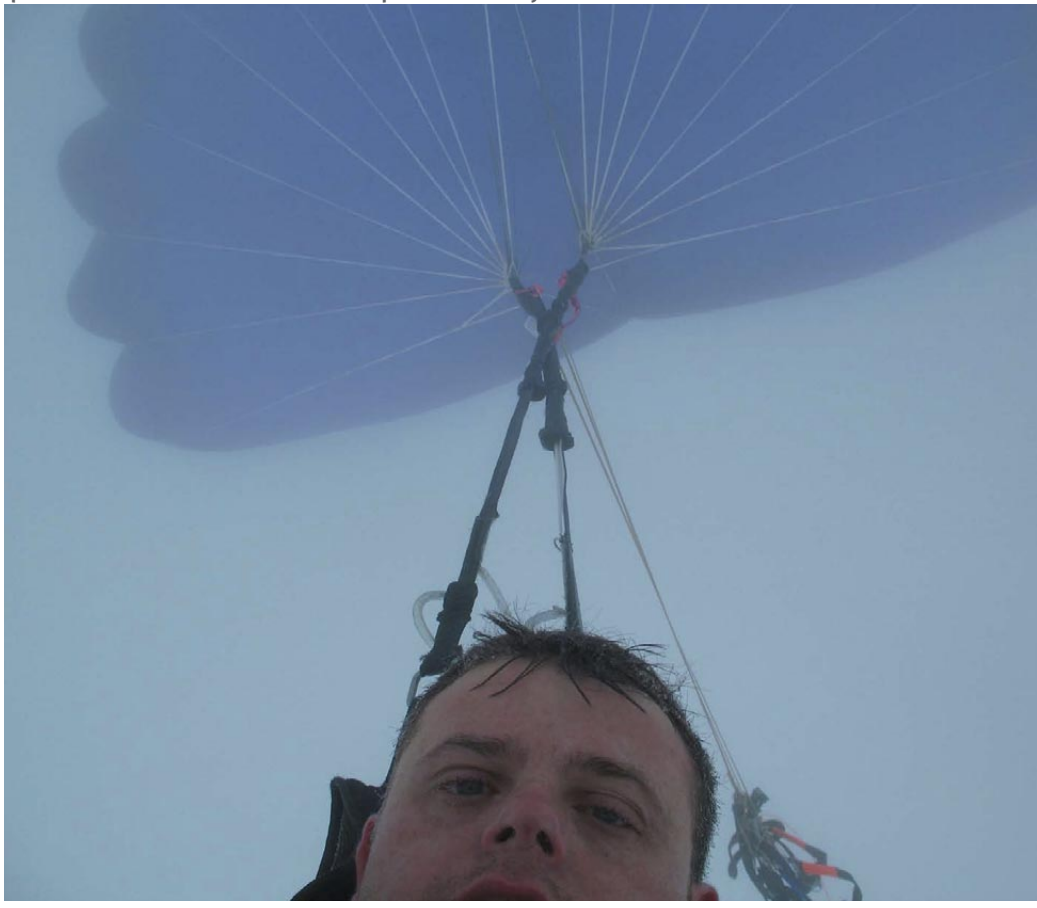
The most well-known victim of that CB was German pilot Ewa Wiśnierska, who had an incredible stroke of luck: she survived after being lifted to nearly 10,000 metres altitude.
Her story made headlines around the world—even in mainstream media. She was carried upward in thermals of 20 m/s, despite her efforts to escape using spiral dives all the way to the edge of blackout. This reinforces a hard truth that should be universally acknowledged: in such extreme lift, no descent technique will get you down.

Ewa found herself surrounded by lightning and hailstones the size of melons.

At 4,000 metres, she managed to radio the German team leader to report her desperate situation.
Turbulence intensified, and the wing repeatedly collapsed into a "rag." Ewa stalled the glider to untwist cravats, then attempted to fly straight to exit the cloud, but her GPS confirmed she could no longer hold a course.
Eventually, she lost consciousness, slumping asymmetrically in her harness—causing her to follow a large, circling flight path, as later confirmed by her GPS trace.

Her vario recorded a maximum altitude of 9,964 metres, while the day's atmospheric soundings showed a temperature of -50°C at that height…

**Sucked into the same cumulonimbus cloud as Ewa that day, Christophe Gaber found himself with almost zero visibility, barely able to see his wing—and still climbing… under his reserve parachute!
To our knowledge, the authenticity of Christophe's "selfies," documenting this nightmare, has never been questioned. But that was well before the capabilities of today's AI…**



Then she was "spat out" at over 30 m/s and regained consciousness at 6,900 metres. The temperature was still around -25°C, and she still had no visibility.

It was raining and hailing, and she was shivering from the cold, but the air had calmed somewhat, and the paraglider was flying straight on its own…
Then the white veil surrounding her tore apart, and she saw the sun and cumulus clouds around her.

Ewa descended in wide circles, flew through another cloud, and finally spotted the ground from 1,800 metres — "It was like Apollo 13," she said later.

She landed near a farm and lay down on the ground to warm up. Fortunately, because if she had started walking immediately, the very cold blood from her extremities would have rushed back to her heart, which could have been dangerous (afterdrop).

The German pilot was incredibly lucky on all fronts, because according to experts, if she hadn't lost consciousness at high altitude—allowing her body to enter a kind of hibernation with minimal bodily functions—she probably would not have survived…

**WHY ?**
How could this tragedy happen? It's clear that weather forecasts had predicted possible thunderstorms for the day. Yet, at the same time, Manilla is known as a relatively safe site at this level: the flat landscape does not channel storm winds much, so it is generally much easier to avoid storms here than in the high mountains, where strong valley winds funnel air from far away.

But precisely because of the vastness of the plain, the pilots likely underestimated the cloud's development. Unlike their usual experience in the Alps, here, for several days, they had been flying relatively close to rain-bearing clouds without encountering strong lift or turbulence.

Another reason for the surprise effect: as the storm grew, a second cell formed, effectively trapping the competitors in a pincer movement — see next page...

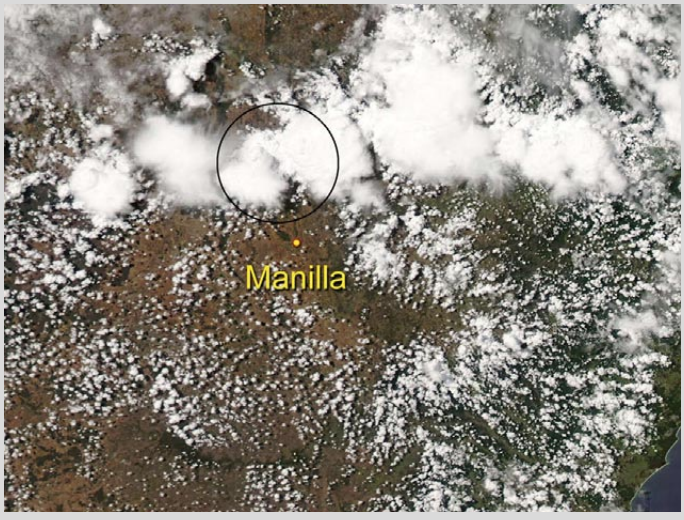
Above these Australian plains, pilots were accustomed to flying relatively close to developing clouds. In the absence of valleys channeling airflow, the influence of the suction effect was normally more localised.

## MANILLA, THE TRAP

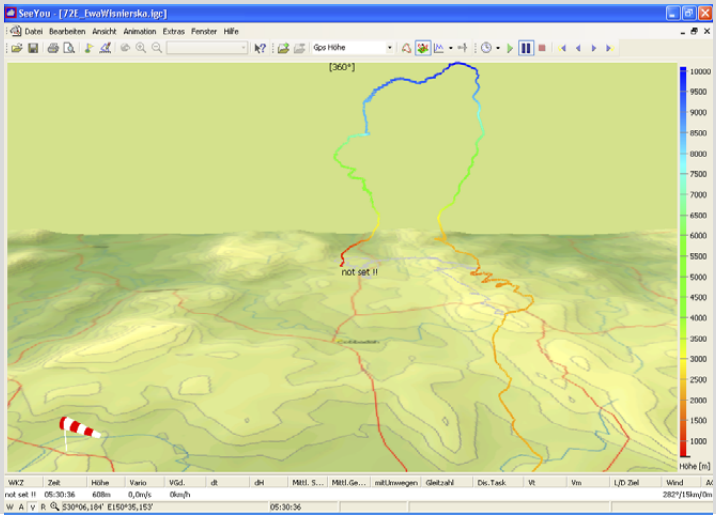
The top diagram and the satellite photo on the right illustrate the situation shortly before the merger of the two storm cells. The cumulonimbus on the right had been growing all morning and was pouring heavy rain. The pilots approached this cloud to take advantage of the upward airflow, before flying around it and heading north.

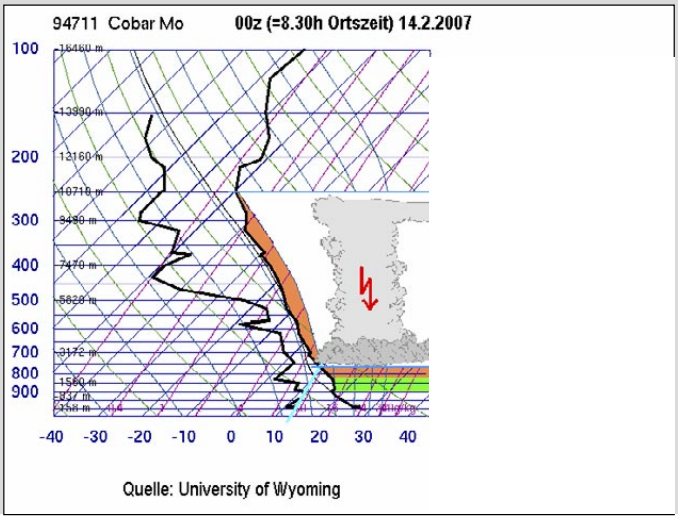
Initially, the pilots were pushed by a southerly wind, but once past the cloud, they encountered a northerly wind, as the cloud was drawing air toward itself. There were still patches of sunlight on the ground.

The pilots believed they were out of danger once they passed this cumulonimbus. In reality, the second cloud in front of them (on the left side of the image) rapidly expanded. It appears that a storm cell formed in 30 to 45 minutes right in the middle. The pilots were then sucked into this developing cell.
— Christophe Champetier




Below left: the IGC flight track of Ewa. Below right, the morning sounding shows slight stability in the lower layers, which quickly disappeared. Above, strong instability indicated the risk of thunderstorms.





# 52e Coupe Icare

Illustration Valérie DUMAS

St Hilaire - Lumbin

16-21 septembre 2025

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FFVL Fédération Française de Vol Libre

FFPLUM Fédération Française d'ULM

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Adi Geisegger / Red Bull Content Pool

Pàl Takats, RedBull X-Alps 2023

# X-Alps 2025, here we go again!

*By Arthur Burkhardt*

The Red Bull X-Alps is back, as it is every two years.
The prologue kicks off on June 12, with the race starting from Kitzbühel on June 15. Naturally, the event will be broadcast live online.

This year, the tracking system (hardware and servers) won't be provided by Flymaster but by Naviter, using the Omni instrument. Our review of the device appears later in this issue.

Link to follow:
https://www.redbullxalps.com/int-en/inside-3d-live-tracking

Adi Geisegger / Red Bull Content Pool

Chrigel Maurer flying past the Tre Cime di Lavaredo in the Italian Dolomites during the 2023 X-Alps.


**X-ALPS WITH SUBMARINES !**
New this year: several manufacturers have, for the first time, adapted their pressurised harnesses specifically for this race.

Fairings must be shorter (1.75 m from the maillon to the end of the fairing). Long rear extensions are banned due to the risk of slipping on them during takeoff — but more importantly, because in severe flight incidents (such as stall-backfly), these long fabric sections can block the pilot's field of vision.

This is also a concern in the PWCA. The risk may even be greater with the high-performance machines used in classic comps, but unlike the X-Alps, there's no specific rule addressing it there.

The pilot must be able to get in and out of the pod in under two seconds — an essential feature in a race where alpine take-offs demand near-instant readiness.

And of course, weight reduction was also a major focus for the brands developing these "X-Alps submarines", although it isn't a regulatory requirement.

**The X-Alps version of the Supair Alp, the "XA Alp". Below, the longer classic version (30 cm more), as we had already seen at the Coupe Icare.**

The Niviuk Rocket P — remarkably short for a "submarine"-style harness.


X-Alps road

The X-Alps originally started in the northeast of the Alps and crossed the range to finish on the legendary raft in Monaco.

But since 2021, the route has been reshaped into a loop right in the heart of the Alps — a choice that hasn't been universally welcomed.

This year brings a new twist: the course now forms a figure-of-eight, with a crossing point in the shape of an X — similar to what the X-Pyr has been doing for several editions.


Photo : Christian Lorenz / Red Bull Content Pool

The route was revealed and detailed on March 19 during a conference that was also live-streamed .


The athletes for this edition were also announced earlier this year. Several familiar names are back, including Chrigel Maurer, winner of the last eight editions. Also in the mix is Maxime Pinot, a strong contender to challenge Chrigel. Maxime recently stepped down from his position as coach at the Pôle Espoir in Font-Romeu, which should allow him to fully focus on the 2025 X-Alps.

After the withdrawal of Philipp Haag — announced in early June before the race began — the field now consists of an even split: 17 rookies and 17 veterans.

**The athletes will have to complete the three via ferratas along the route: Toblinger Knoten, Merano 2000, and Mont Blanc.**

Photo : Christian Lorenz / Red Bull Content Pool

Simon Oberrauner (AUT1)
Finish 2023 , Zell am See

Photo : Christian Lorenz / Red Bull Content Pool

This year, the race has only two turnpoints in France: Mont Blanc and Les 2 Alpes, the latter being a new turnpoint for this edition.

The goal remains the same as last year — the raft on the lake in Zell am See, Austria.

Photo : Adi Geisegger / Red Bull Content Pool

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**ONLY ONE WOMAN!**
Just one woman will be at the start of this year's X-Alps: Céline Lorenz, competing for the second time, flying a Niviuk Klimber 3 P and using a Rocket P harness.

Her first attempt, back in 2023, unfortunately didn't go as planned. After covering around 500 kilometers, she had to withdraw due to an ankle injury and painful blisters.

During the 2023 edition of the X-Alps, we published an interview with this promising athlete — find it again below.



Celine Lorenz, X-Alps 2023

Photo : Zooom Productions / Red Bull Content Pool


Left: Oudie N, Right: the new Omni




# X-Alps 2025: Naviter Omni

*This year, the X-Alps will not be tracked by Flymaster, but by Naviter. All athletes will be equipped with an Omni. We've been testing it for quite a while.*

*By Stefan Ungemach*

When Naviter launched the Oudie N two years ago, they shifted the product line to a completely new platform — and got a lot of things right.

A stable Android 9 replaced the outdated Windows CE. Thanks to its availability in the app store, the software could be tested far from the desk and even used productively on a smartphone. The screen set new standards in readability, and the ergonomics were exemplary. Since its release, the software has continued to improve — with multiple screen layouts, a FAI assistant, and an obstacle database added along the way.
So it was quite a surprise when, in early 2024, Naviter introduced the Omni — essentially a "pocket-sized Oudie N": half the size, around half the weight, with a screen just as bright but with a resolution of 800×480 pixels — and no compromises in performance. The GPS chip supports GLONASS, Galileo, and Beidou. Both devices communicate via 4G (Micro SIM), Wi-Fi, and BLE 4.0, and include a FANET+ chip with an integrated antenna. Charging is via USB-C OTG. The touchscreen works with most gloves, but a stylus is recommended given the small screen — your finger covers too much. A safety lanyard and rugged case are of course included.
At just 222 g, the Omni runs about 13 hours at full brightness (1000 nits), and up to 20 hours in standby mode. The sensors are excellent. Wind calculation is decent (though better on a XCTracer maxx, for instance).

The acoustic vario clearly marks the beginning and end of lift. Earlier false flight-end detections when soaring into strong headwind no longer occur. The tones are pleasantly


preconfigured and use intuitive dual-tone modulation: a single beep splits into two depending on climb or sink variation.

The excellent maps are still effective on the smaller screen. Large buttons make it easy in flight to switch map styles or toggle layers (like KK7 thermals, Skyways, OGN traffic, rain radar, and weather overlays). The "Terrain" layout is tailored for flying and hike & fly: even small paths to takeoffs and secondary peaks with altitudes are clearly shown, while cycle paths and road classifications are omitted — and that's a good thing. Panning and zooming are smooth, even on the ground, aiding orientation. Launch and landing zones are shown clearly as symbols and circles.

Minor weakness: sometimes peak elevations don't display even when there's room, and zooming in can cause important places to disappear while less relevant villages pop up.

Airspace is well displayed, though a side view is still missing. Warnings (including for obstacles) are shown at the top of the screen, shifting info fields downward. FAI sectors, however, are hard to distinguish from the background map.

The thermal assistant is particularly well done: like on the Skytraxx, it predicts your circling path and visualises the lift within a bubble. Another strong feature is the permanent display of live weather data — if you have a SkySight or TopMeteo subscription. This includes live rain radar and ground wind station data.

FANET and OGN targets can be renamed in the navigator but not filtered via buddy lists. However, you can easily follow another pilot by tapping on their position on the map. A FANET messaging system is missing.

Navigation is well thought out: landing fields are listed first, sorted by distance and with colour-coded glide indicators.

Then come waypoints, and you can also select a target directly on the map. Routes and waypoint collections are best planned via SeeYou.Cloud, though it's also possible to build a route on the device. Competition support matches the familiar Oudie standard, with task uploads via QR code using the built-in camera!

Several hike & fly competition formats are also supported.

Thanks to mobile connectivity, flights are uploaded to SeeYou.Cloud immediately upon landing, from where they can be pushed to other servers and replayed in 2D or 3D. A minor drawback: in 3D view, the flight path sometimes disappears "underground" below 50–100 m AGL.


# MAESTRO 3

The next step


A good screen for centreing in thermals


Here, the airspace is hidden

Software updates are automatically offered at startup, with a full changelog. Airspace and obstacle databases are also kept automatically up to date.
The purchase price includes one year of SeeYou.Cloud (normally €58/year). It's not required for auto-upload or updates, but includes flight and task planning, POI management, a cloud logbook, and analysis tools. After expiry, most features remain available but are no longer updated. Weather services from SkySight or TopMeteo are optional subscriptions — their forecasts display on the device and are integrated into planning.

Price: approx. 790 €
https://naviter.com/paragliding/


# ON YOUR BUTT

Landing on your backside — often seen as a beginner's mistake. And yet, more and more experienced pilots are deliberately choosing it, overriding the instincts we've all acquired out of pride or style, and finishing instead with a clean flair onto the protector.

This is especially relevant for tandem pilots flying with less agile passengers — it can help avoid twisted ankles! But even for solo pilots, in certain situations, it can be a smart alternative to a foot landing.

In our next issue, we'll describe a safe technique in detail and highlight the harnesses best suited for this kind of landing.

In the meantime, a call to our readers: do you use this technique? If so, when and how? Got any good stories?
Let us know::
contact@free.aero

Photo /Pilot : Sascha Burkhardt

EN C

# ARTIK R 2

## The two-liner *revolution*


Glacier


Quetzal


Neon

The Artik R 2 is the most accessible two-liner in our range. It allows you to enjoy performance very close to that of competition wings. It is the result of Niviuk's extensive knowledge of two-liner wing design, offering an unparalleled level of performance without sacrificing comfort in flight.

**Sizes**

20 / 21 / 23 / 24 / 25 / 27

# ARROW

## Aim high, *aim far*

A rear fairing harness designed for pilots who want to make the most of their XC adventures and start competing. Optimised aerodynamics for drag reduction and performance. A comfortable, stable, light and durable harness designed to help you achieve all your goals.

**Sizes**

S / M / L / XL

NIVIUK


Photo: Stefan Ungemach

IN BRIEF

- The well-known flying fair with testival in Kössen took place from May 1st–4th, 2025.
- The organizers were luckier than those in the Stubai Valley in March: 2 days of excellent, 1 day of acceptable flying weather.
- Only Sunday was completely cancelled due to rain.
- Between 700 and 900 pilots were registered on the various days for test flights as part of the testival.
- Regular weather briefings and launch site closures during unsuitable winds ensured a relatively accident-free event.
- The two helicopter missions on Thursday concerned unregistered free flyers, on Friday a pilot stalled at the closed north launch.
- One reserve deployment ended with an expensive helicopter rescue, and a pilot from the official acro program hit hard in a ground spiral, but got away lightly. Here too, the pilot had ignored the rules: no maneuvers below 400m AGL.
- For the manufacturers, coming was worth it:
- Stall fees ranged between €200 and €600, which is only a fraction of the price at Saint Hilaire, and the feedback from the exhibitors was good to very good.

# KÖSSEN NEWS


Photo: Stefan Ungemach


Photo: Stefan Sturzenegger

**An atmosphere on the green meadow like in Saint Hilaire 30 years ago.**

Many major manufacturers were conspicuous by their absence:

- Advance
- Skywalk (Staff shortage)
- Airdesign (Staff shortage)
- Gin

Some of those present had no noteworthy news since our last issue (Stubai Cup) :

- Nearbirds
- Independence/Skyman
- Kimfly
- BGD
- Kortel

Announcements without photos:

**SWING**

- Brave 5

**U-TURN**

Passenger 3 now ready in 41 m²

**TRIPLE SEVEN**

- Knight 3, still in development, semi-light construction like the Rook 4

**WOODY VALLEY**

- Naima, 5kg harness discussed in Stubai with 2 parachutes as GTO successor, still in progress
- Wani Light 3 is set to be presented in the Zillertal.

Photo: Tim Rochas / Niviuk

# Niviuk

IN BRIEF

**ARTIK R 2**

- Now finished, available for test flights in the Zillertal.

**ROCKET P**

- For now, only for X-Alps athletes. A classic Rocket version is in prototype development (see next page).


Photo: Tim Rochas / Niviuk

## ANNOUNCED: ROCKET "CLASSIC"

- The Rocket P is made for the X-Alps, and barely having been shown for the first time, work is already underway on a heavier version of the Rocket P. The Rocket (without the "P") is in development, first photo here.

- The main differences in detail are not yet fully determined, apart from the lighter weight of the Rocket P. The Rocket P is equipped with only one parachute, while the Rocket has two, also for weight reasons.
- Even the length of the harness is not defined yet, it might be shorter than shown here.

Photo/Tim Rochas / Niviuk

Photo: Stefan Ungemach



# NEO

IN BRIEF

**RACEUP (PROTO)**

- Lightweight competition harness based on the StayUp.
- Large fairing with many cells and elaborate internal structure, triple ripstop material, Dyneema on the bottom for durability. Air intakes on both sides, with interchangeable inserts pre-tensioned with Nitinol.

**PUSHUP**

- Now available (only a prototype was shown in St. Hilaire).


Photo: Stefan Ungemach

**RACEUP (PROTO, DETAILS)**

- Magnetic closure like on other Submarine types. However, this one does not extend all the way to the end of the pod because part of the pod needs to remain flexible, which magnets don't allow.
- Front rescue parachute integrated with shoulder suspension.
- It is supposed to have a Standup Rescue System (like the Suspender 2.0).
- Higher back support.
- Alpine buckles.
- Weight around 2 kg.
- 2 large external zip pockets.

Arm openings.

Details of the suspension system.

- Speed arms integrated for the pilot.
- Centre section, which is connected to the speed arms and cockpit with 2 zips, planned for further aerodynamic improvements.
- Koroyd 2.4 protector with rounded corners.
- Pocket designed for optional Koroyd Pro-Pack.
- Water tube routing inside the harness (aerodynamics).
- Comes with new, especially small Allen ratchet pulleys

The magnetic closure, but it doesn't extend all the way to the end.

The cockpit.

Detail of the air intake opening.

The carabiner slots through the pod.

# Next Generation rescue systems

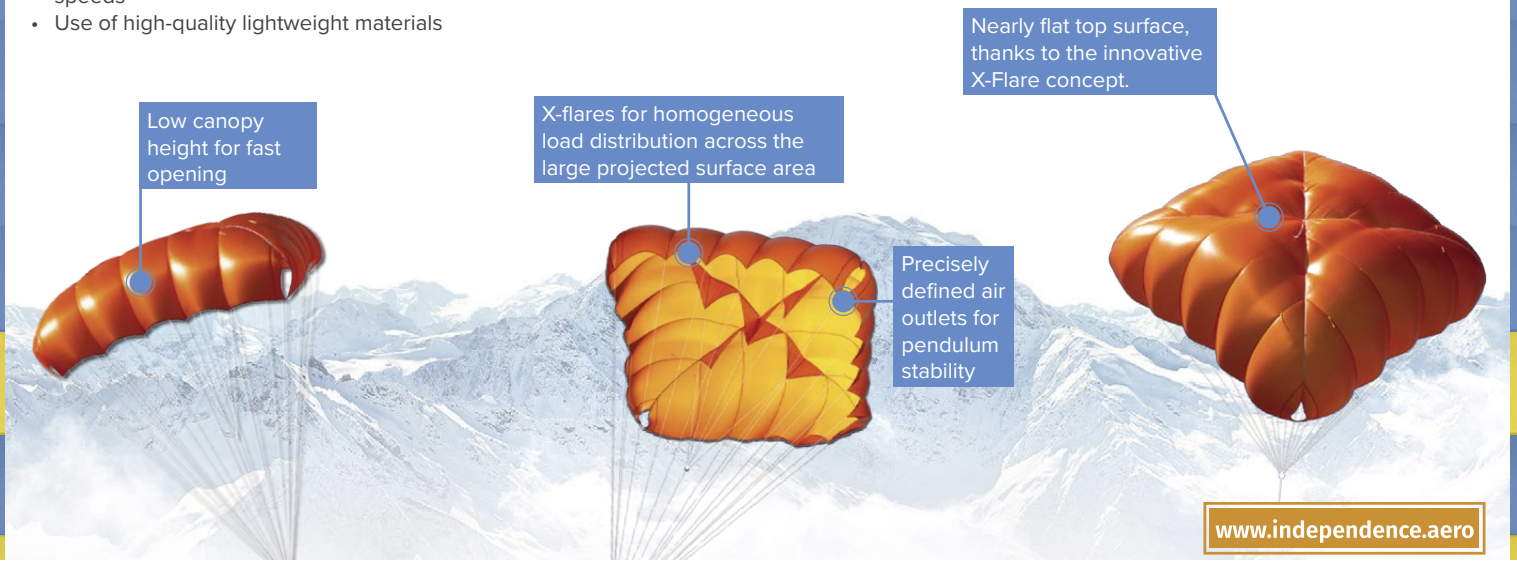
independence paragliding

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 |




www.independence.aero

Photo: Nova

# NOVA

IN BRIEF

**VORTEX**

- Accessible EN C two-liner, but different from Codex
- 65 cells
- Aspect ratio 6.1
- 3.5 kg in XS (70-95 kg)
- 4 sizes
- Better to fly in the upper weight range
- Adjustable handles like the Xenon/Codex

Photo: Stefan Ungemach

Photo: Stefan Ungemach

# LEVEL WINGS

IN BRIEF

**FLAME 2**

- Miniwing/Speedwing hybrid
- 7–19 m²
- All sizes with 10 cm trimmer
- Reflex profile

IN BRIEF

**FUZE**

The miniwing specialist Level Wings now also has a parakite in their lineup.

| FUZE<br>TECHNICAL DATA | | | | |
|---|---|---|---|---|
| MANUFACTURER : **LEVEL WINGS** | | | | |
| SIZE | 12,5 | 15 | 17,5 | 20 |
| CELLS | 51 | 51 | 51 | 51 |
| FLAT SURFACE AREA [M²] | 12,5 | 15 | 17,5 | 20 |
| FLAT WINGSPAN [M²] | 8,20 | 9 | 9,70 | 10,40 |
| FLAT ASPECT RATIO | 5,4 | 5,4 | 5,4 | 5,4 |
| FREE FLIGHT CERTIFICATION | / | / | / | / |
| WEIGHT OF THE WING [KG] | 3,10 | 3,44 | 3,90 | 4,28 |
| Materials:Porcher Skytex 32, Skytex 32/STA 15 | | | | |

The Fuze in action on the Dune de Pyla: a perfect playground for parakites like this one. Photo: Level Wings

EN/LTF B

# HIKO P

## Envolve *with lightness*

Flamingo Citrik Tekno

From 2.99 kg

The Hiko P is an intermediate and ultra-light EN B wing – an all-rounder for a wide range of pilots. It will accompany you in the transition from paragliding training to your first XC flights. Thanks to the combination of the lightest materials, the IKS 1000 connection system and a weight-optimised internal structure, it is also the ideal glider for hike and fly. It offers great confidence building and excellent performance, to start new adventures and improve your skills.

**Sizes**

20 / 22 / 24
26 / 28

# ARROW P

## Beyond *your limits*

From 1.61 kg

**Sizes**

S / M / L

The lightest pod harness in its class, with fairing and aerodynamics, designed to obtain the best performance. Practical, easy to use and compact: carry it comfortably on all your adventures. Optimised in every aspect, the Arrow P is very stable and offers exceptional comfort and ergonomics for its weight. The Arrow P joins the new generation of Niviuk harnesses, with the aim of satisfying the needs of all those pilots who want to fly further.

NIVIUK | P SERIES

Photo: Antoine Boisselier / Ozone

# OZONE

IN BRIEF

**DELTA 5**

- EN C two-liner, easier than the Photon
- Winglets
- 6 sizes - 60-130 kg
- 5.15 kg in MS (70-95 kg)
- 65 cells
- Aspect ratio 6.07
- Demos are available for flying
- Lightweight version (“Alpina 5” name not yet finalised) not before 2026
- Replacement line set approx. €100, recommended
- Fully battened (rods in the wing center connected crosswise)
- Cells stabilised with bands in the middle
- Newly designed handles with FidLock magnets and — new for Ozone — swivels
- Height-adjustable handles
- Pre-curved rods can be removed from end pockets and shortened if fabric shrinkage occurs (unavoidable over the years)
- Test flight planned for early June

Photo: Antoine Boisselier / Ozone

The handle on the rear riser can be adjusted in height.

Photos: Stefan Ungemach

Photo: Stefan Ungemach

Pre-curved rods can be removed from end pockets and shortened in case of fabric shrinkage (unavoidable over the years).

Well manageable: the complete harness of this two-liner.

Photo: Stefan Ungemach

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Taut and ready for take off: the leading edge.

Photo: Stefan Ungemach

Typical bands between two cell walls.


Photo: Stefan Ungemach

The collapse lines for inducing collapses (safety training!) must be threaded through the small hole to the loop. However, the collapse line set costs a hefty €100 extra.

Photo: Stefan Ungemach

# DUDEK

IN BRIEF

- The Touch parakite is said to have interesting features, but we haven't got one to test it yet.
- The Hike&Cruise, with its unusual design (right), still doesn't seem to have gained the traction it deserves (see our detailed review below).
- The same goes for the Techno 2023 seat harness (also see our review below).

Photo: Adi Geisegger

# PHI

IN BRIEF

**MAESTRO 3**

- Demos ready
- Test flight planned in the Zillertal
- Maestro 3 Light is also coming
- A new colour combination selector is available on the website (see below for the beta version)

Photo: Phi, Alex Höllwarth

The Maestro 3 in clean reverse flight. The Maestro 3 is said to be even safer than the Maestro 2.
By the way, we found that the stall point on the Maestro 2 was reached a bit faster than on many other models in this EN B+ class. Photo: Alex Höllwarth/Phi

### MAESTRO 3, MAESTRO 3 LIGHT

- Shortly before editorial deadline, we also received the technical data—see the tables on this page.


**MAESTRO 3**
TECHNICAL DATA

MANUFACTURER : **PHI**

| DATE | 2025 | 2025 | 2025 | 2025 |
|---|---|---|---|---|
| SIZE | 19 | 21 | 22 | 23 |
| CELLS | 76 | 76 | 76 | 76 |
| FLAT SURFACE AREA [M²] | 21,75 | 24,12 | 25,29 | 26,4 |
| FLAT WINGSPAN [M²] | 11,08 | 11,67 | 11,95 | 12,21 |
| FLAT ASPECT RATIO | 5,65 | 5,65 | 5,65 | 5,65 |
| ALL UP WEIGHT [KG] | 65-85 | 75-95 | 83-103 | 90-110 |
| FREE FLIGHT CERTIFICATION | B | B | B | B |
| WEIGHT OF THE WING [KG] | 4,3 | 4,75 | 4,95 | 5,1 |

**MAESTRO 3 LIGHT**
TECHNICAL DATA

MANUFACTURER : **PHI**

| DATE | 2025 | 2025 | 2025 | 2025 | 2025 | 2025 | 2025 |
|---|---|---|---|---|---|---|---|
| SIZE | 17 | 18 | 19 | 21 | 22 | 23 | 24 |
| CELLS | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| FLAT SURFACE AREA [M²] | 19,51 | 20,57 | 21,75 | 24,12 | 25,29 | 26,4 | 27,94 |
| FLAT WINGSPAN [M²] | 10,5 | 10,78 | 11,08 | 11,67 | 11,95 | 12,21 | 12,65 |
| FLAT ASPECT RATIO | 5,65 | 5,65 | 5,65 | 5,65 | 5,65 | 5,65 | 5,65 |
| ALL UP WEIGHT [KG] | 55-75 | 60-80 | 65-85 | 75-85 | 83-103 | 90-110 | 100-120 |
| FREE FLIGHT CERTIFICATION | B | B | B | B | B | B | B |
| WEIGHT OF THE WING [KG] | 2,9 | 3,05 | 3,2 | 3,45 | 3,55 | 3,7 | 3,85 |

The new Maestro 3 will be ready for testing in early June.

The new seat harness line from Phi is truly taking shape—literally.

Photos: Alex Höllwarth/Phi

# SKY

IN BRIEF

**APOLLO 3 LIGHT**

- Copy of Apollo 3 with lightweight materials (Skytex 31/27 instead of Dodko)
- < 4 kg in M
- Aspect ratio 5.8
- 57 cells
- 8 colour combinations
- C-handles borrowed from the Merlin (see right; later also available as retrofit parts for other wings)

Photo: Stefan Ungemach

Pulleys of the speed system.
Photos: Stefan Ungemach

Details of the leading edge reinforcements with the rods.

Photo: Stefan Ungemach



Photo: Stefan Ungemach


Photo: Stefan Ungemach

# SKYTRAXX

IN BRIEF

**TWEETY**
- New edition with modern IMU (100 Hz)
- Pure beeper without BLE

**FANET-REMOTE CONTROL (NO PICTURE)**
- 2 programmable buttons
- Communication with Skytraxx instruments based on FANET, without radio adapter
- For all models from 2.1 (3.0 FANET not yet fully confirmed)


Photo: Stefan Ungemach

# SKYBEAN

IN BRIEF

**SIMPLE**

- High-contrast black-and-white display, , highly durable
- 4.2” / 400x300 px
- USB-C, SD slot
- Large digits, flight path centreing aid
- Fanet+ and BLE planned
- Wind calculation also for soaring


Photo: Stefan Ungemach

photo: Evan Kruger

Evan Kruger under his X-One 26 at his local site in the south of the Netherlands

# INFEXION

*By Arthur Burkhardt*

**KITE-RISERS FOR ALL STANDARD PARAGLIDERS?**

For several years now, Dutch paraglider and kitesurfer Evan Kruger has been developing universal kite-risers under his brand Infexion, designed to be compatible with all types of wings. In essence, he converts standard paragliders—more or less—into parakites.

In fact, he was the first to design this type of riser system, flying his Niviuk Icepeak X-One equipped with kite-risers well before the official launch of the Moustache, which was promoted as the first wing on the market to integrate such a system!

He went on to equip other models with custom kite-risers—a process that sometimes proved to be quite tricky. To make his "parakite" risers easily adaptable to nearly any paraglider model, he added a control bar. Depending on the wing, the attachment points of the lines on the bar vary.

The handling remains typical of a parakite wing: pitch is controlled via the upper part of the speed range, while brake input (connected to the trailing edge) adds a flap-like effect at lower speeds.

Here are Evan's explanations:

photo: Evan Kruger

Evan Kruger under his X-One 22

*«"It's too complicated to make risers for each wing model individually because the configurations vary greatly from one model to another. Not to mention the number of pulleys some systems would require for active piloting.*
*So, I designed a single control bar that replaces all these pulley setups, allowing me to adapt my risers to practically any wing available.*
*I haven't found one yet on which it doesn't work. It's more that some older mini-wings or low-aspect-ratio wings don't really benefit from kite-risers because their usable power/speed range is too limited.*
*Some wings are also too unstable at full speed to safely use the entire speed range.*

*But any modern wing that remains stable over a wide speed range is a real pleasure to fly with kite-risers.*
*I even think it's a safer method for soaring because you can react faster to wind changes and launch in strong wind while still having the ability to depower the wing during inflation. It prevents being dragged or pulled backward while trying to find and engage the speed system with your feet or adjust trims — which takes precious seconds — when all you have to do is raise your hands.*
*As long as you keep your hands raised, it's equivalent to flying with the speed bar fully engaged — so there's no real difference compared to standard risers.*

*Obviously, you lose the passive safety that automatically returns the risers to a neutral position if you release the brakes.*
*So I don't recommend using them outside of smooth, laminar soaring conditions."*

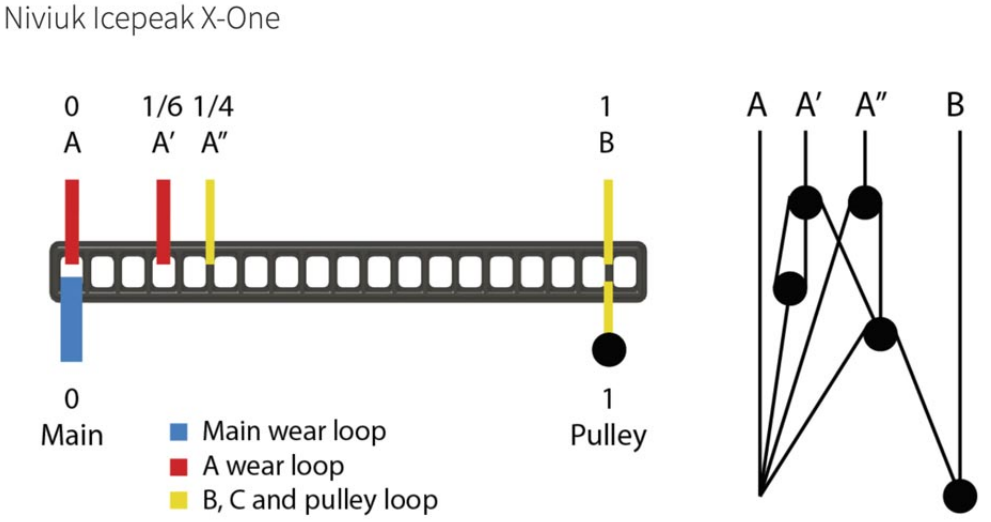
This approach seems interesting, and the reasoning is sound: moving the speed system from the feet to the brakes...

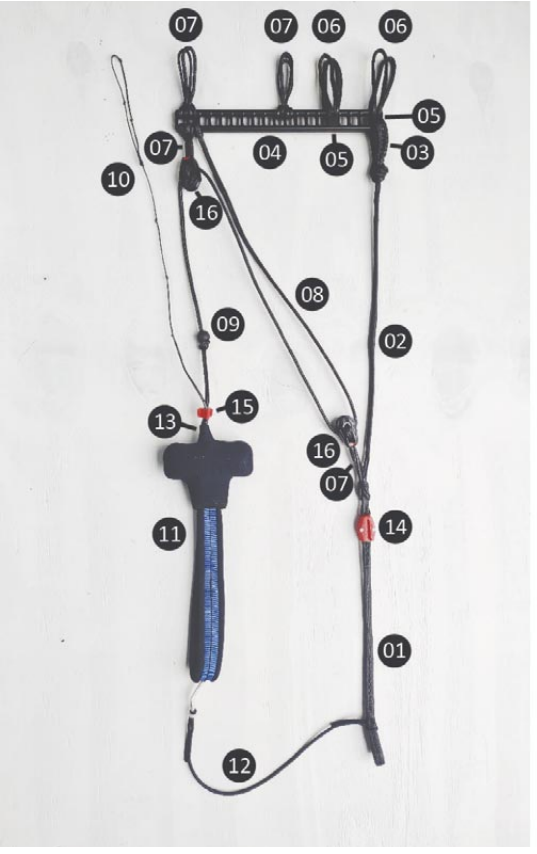
However, it's important to be aware that any modification to a wing voids its certification and is certainly not encouraged by manufacturers...

Moreover, classic wings lack the reflex profile found on most parakites, which makes those specific wings more stable against collapses than standard paragliders. And since this system will inevitably encourage flying more often with hands up (= fully accelerated), limiting its use to skilled pilots and laminar soaring conditions seems wise to us...

Website: https://www.infexion.eu/

**On the Infexion website, a diagram shows how to adjust the risers according to your wing — as seen here for a X-One.**




**Universal kite riser part list**

01 - Main line bottom
02 - Main line top
03 - Main line wear loop
04 - Kite riser bar
05 - Kite riser bar inserts
06 - A-line wear loop
07 - B, C and pulley loop
08 - Running pulley line
09 - Speed limit stopper
10 - Brake line adjuster
11 - Acro handle
12 - Acro handle bungee
13 - Acro handle position line
14 - Cruise control lock - female
15 - Cruise control lock male
16 - Ronstan orbit 20 pulley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Whether you're planning your first long cross-country flights, embarking on a thrilling hike-and-fly adventure, or exploring new destinations with your wing, the lightweight and versatile NYRA RS from our D-LITE series is your ideal companion.

The NYRA RS offers ambitious intermediate pilots and dedicated recreational flyers a wealth of possibilities. It delivers excellent performance with exceptional flying comfort. Thanks to RAST technology, it remains predictable and easy to control, even in challenging conditions. This makes the NYRA RS perfect for beginners venturing into cross-country flying, unforgettable hike-and-fly adventures, and enriching paragliding trips.

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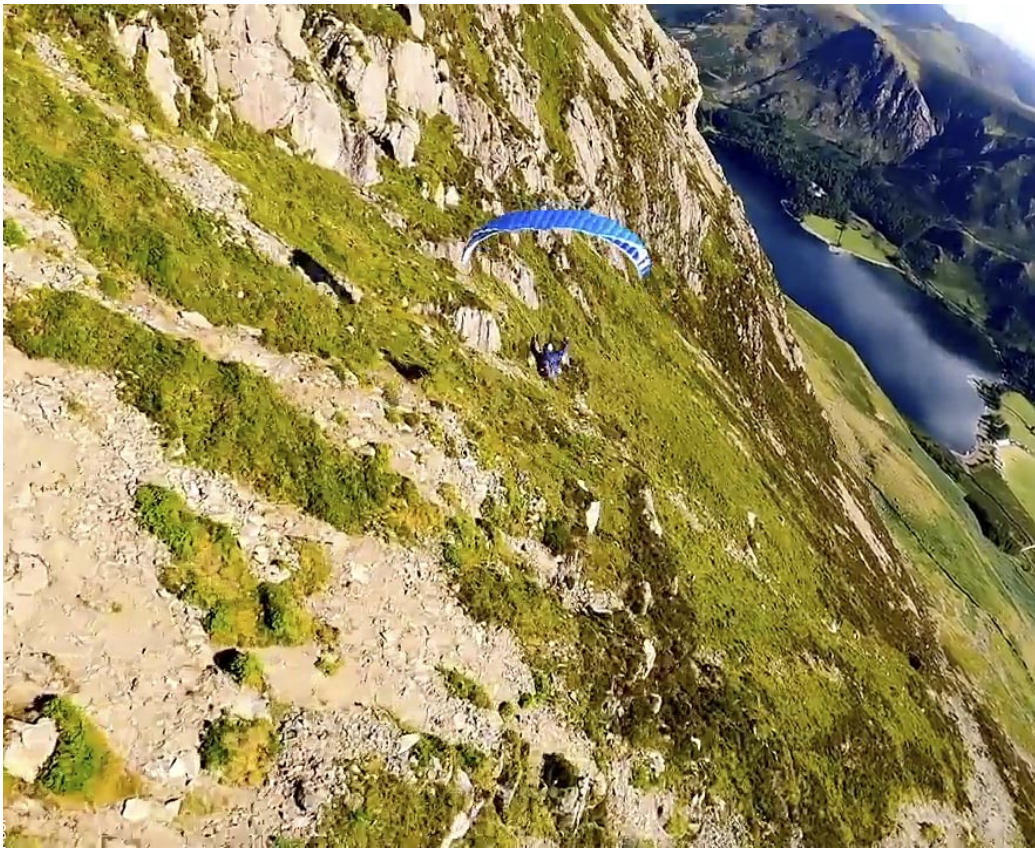
# SPEEDFLYING ON THE BIG SCREEN

*The latest Mission Impossible is now in theatres, featuring the tireless Tom Cruise and his aerial stunts. As a reminder, the 62-year-old actor performs all his own stunts. In 2023, for the previous "Mission impossible", he even took up speedflying — and showed quite a bit of skill…*

*By Valentin Burkhardt*
*Images: Paramount Pictures*

**According to our sources, Tom Cruise continued to practice speedflying even after the shoot.**

**This is where Ozone shoots many of its product visuals — including wings that were used in the film.**




For the 2023 Mission Impossible, the American actor trained for several years in speedflying. He describes it as a “beautiful and delicate” sport, while the anxious production team called it “the most dangerous sport in the world.”

The production team also had to find creative ways to film the actor performing barrel rolls and low passes in high quality. For safety and perspective reasons, filming from a drone or directly from the helicopter was out of the question. The solution: a second pilot followed Tom Cruise under another mini-wing, carrying a dual-camera system that was remotely operated from the helicopter.

It’s just a shame that in the final movie, we see so little of the stunning moves Tom Cruise performs in the making-of below…

**An interesting behind-the-scenes look...**

**IMPRINT**

**Founder, editor-in-chief, webmaster, test pilot.**

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