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WORLDWIDE PARAGLIDING AND PARAMOTORING MAGAZINE. FOR FREE.

Photo: Tim Rochas / Niviuk Paragliders

#1-2026

#shots

One Jester @ Mácher, Lanzarote, Canary Islands. Photo : Tim Rochas/Niviuk Paragliders

Mancha Blanca, Lanzarote, Canary Islands. Extraordinary landscapes on this piece of Europe in the Atlantic, although geographically located in Africa. Volcanoes have shaped these highly contrasted landscapes.

Below, the unique vineyard cultivation in La Geria: the winegrowers dig holes three to five meters deep to reach the fertile soil beneath the black layer of ash. Small stone walls protect each vine from the often violent winds.

Photo: Tim Rochas / Niviuk Paragliders

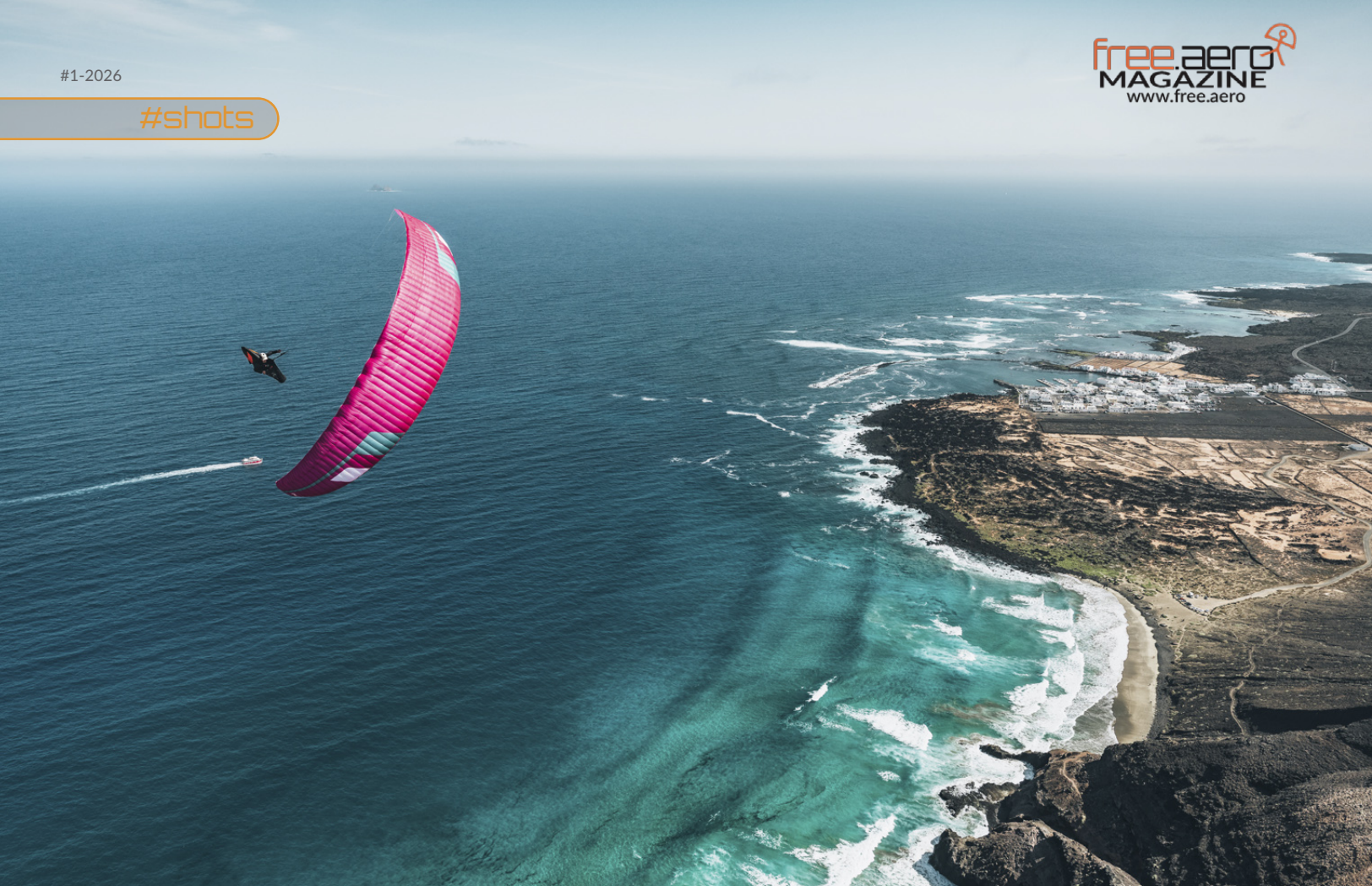
Photo: Tim Rochas / Niviuk Paragliders

#shot

El Chicho, a completely different landscape on the same island of Lanzarote. Photo: Tim Rochas / Niviuk Paragliders

#content

A Kode 2P above the narrow streets of Tenesar, an isolated village on the north-west coast of Lanzarote...
Photo: Tim Rochas / Niviuk



And of course, the ever-present Atlantic surrounding the island of Lanzarote...
Photo: Tim Rochas / Niviuk Paragliders

#shot

Pioneer 4

HIGH-LEVEL A WITH B-UPGRADE

The Pioneer 4 stands for the High-Level A segment: lots of performance, generous safety reserves and precise, balanced handling.

The special feature:
With the Speed Limiter, which can be installed or removed in a few simple steps, the accelerator travel can be adjusted.
With Speed Limiter, the setup remains clearly A-oriented.
Without Speed Limiter, the Pioneer 4 unfolds noticeably more speed and dynamism in accelerated flight – positioning itself as a basic intermediate in EN/LTF B.

Thus, the Pioneer 4 combines two setups in one wing:

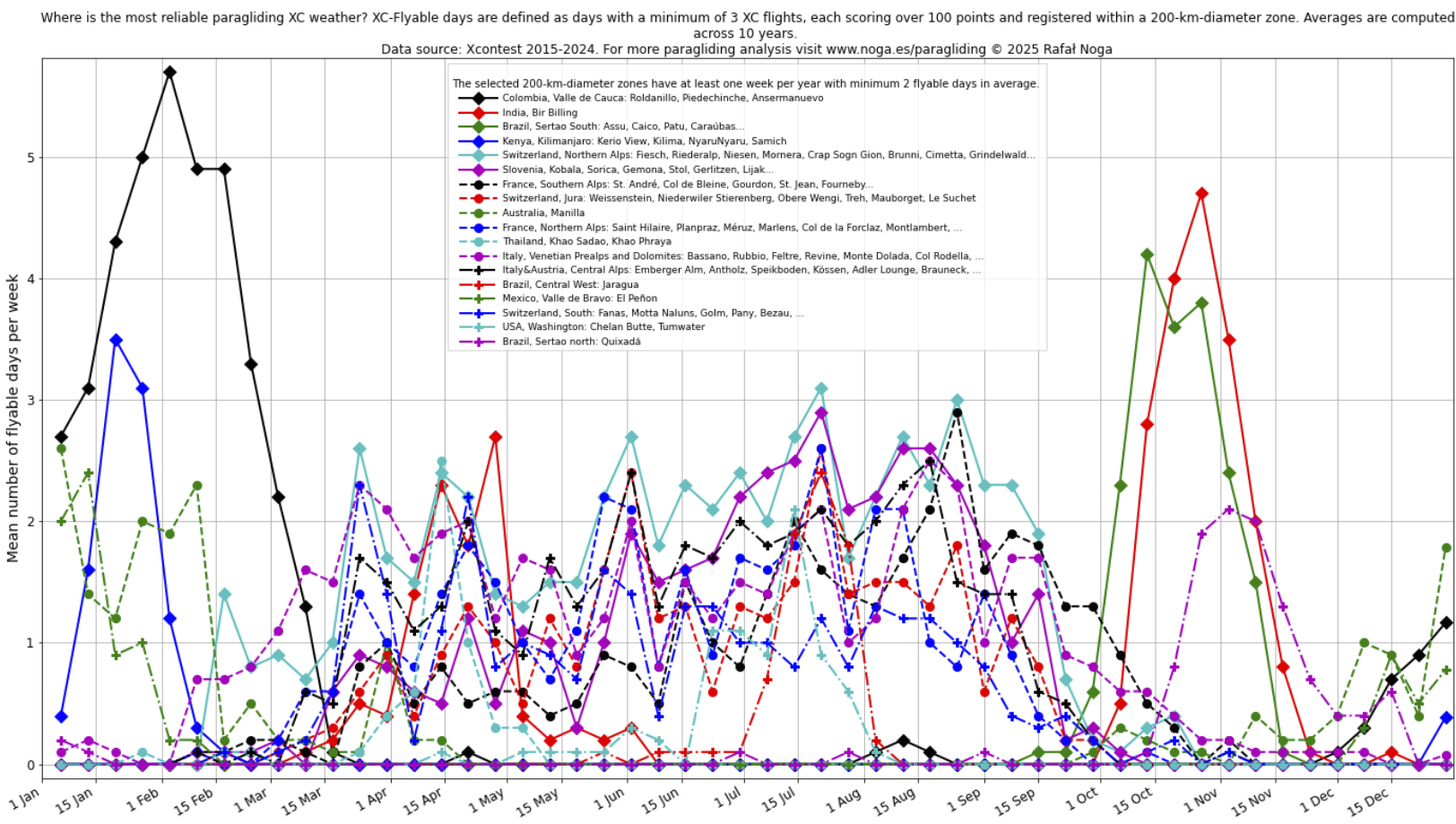
- A-setup for safe entry and comfortable flight feel
- B-setup for more performance, when the pilot is ready for the next step.

PIONEER 4.
FLY EN A.
THEN UNLOCK EN B.

www.independence.aero

independence
paragliding

Photo: Stefan Kurrle



Very interesting statistics based on XContest data from the last ten years are compiled by Dr. Rafal Noga on his site www.noga.es/paragliding.

You'll find diagrams that let you see at a glance where the longest XC flights take off from, at what time of year...

This doesn't just help plan upcoming summer and winter seasons, but also understand how and where kilometers are chased.

The author is a specialist in data analysis, modeling, simulations, control systems, and trajectory optimization for paraglider-based systems. He previously worked at SkySails on airborne wind energy technologies (power generation using paraglider or kite systems).

You can surely trust him to have conscientiously summarized the data by criteria like countries, takeoffs, weather... Read the legends carefully to understand properly.

#records kenya : tandem

In January/February, French paraglider pilot Titi Macquet and his wife Blandine went record hunting in Kenya.

With success: After a very successful first flight on 01/29, this tandem achieved, among others, 2 world records and one site record on January 31:
250 km tandem out-and-back in pre-declared flight,
252 km in free distance.
The average speed was 31.36 km/h.

Titi explains:
"The topography helps in the first part, early in the morning, over about a hundred kilometers where it's only dynamic support while progressing because wind is already present from 7am on the best days. It's after km 100 that it gets complicated because dynamic support ends and it becomes mountains where an east wind.

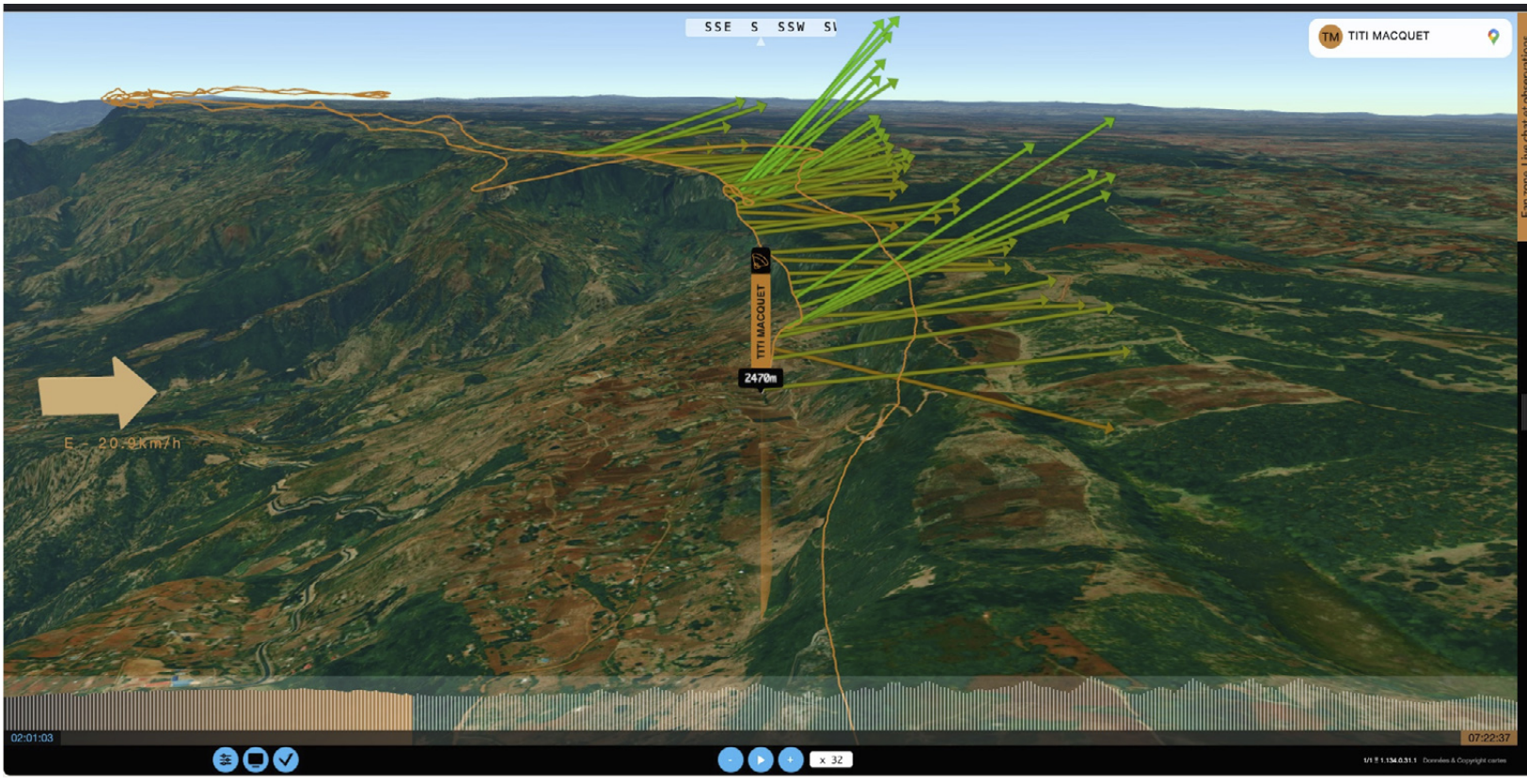
But the normal weather wind trend is rather northeast. This means that the whole flight northbound is slightly headwinded.

Tandem Ozone Swiftmax 2 41 (It is EN B unlike the Swiftmax 1 (EN C), but remains reserved for cross use. For daily use, it is a bit less suitable.)
Pilot harness prototype Ozone Zig Zag with a fin added by Titi.
Passenger harness Ozone Forza 2

The spreaders come from a paramotor tandem, the 50 cm gap allows the passenger to lean well back. She is hooked very low to ensure good visibility for the pilot.

Instruments:
2 Stodeus UltraBip (FAI/CIVL compliant), VectorVario, XCtrack

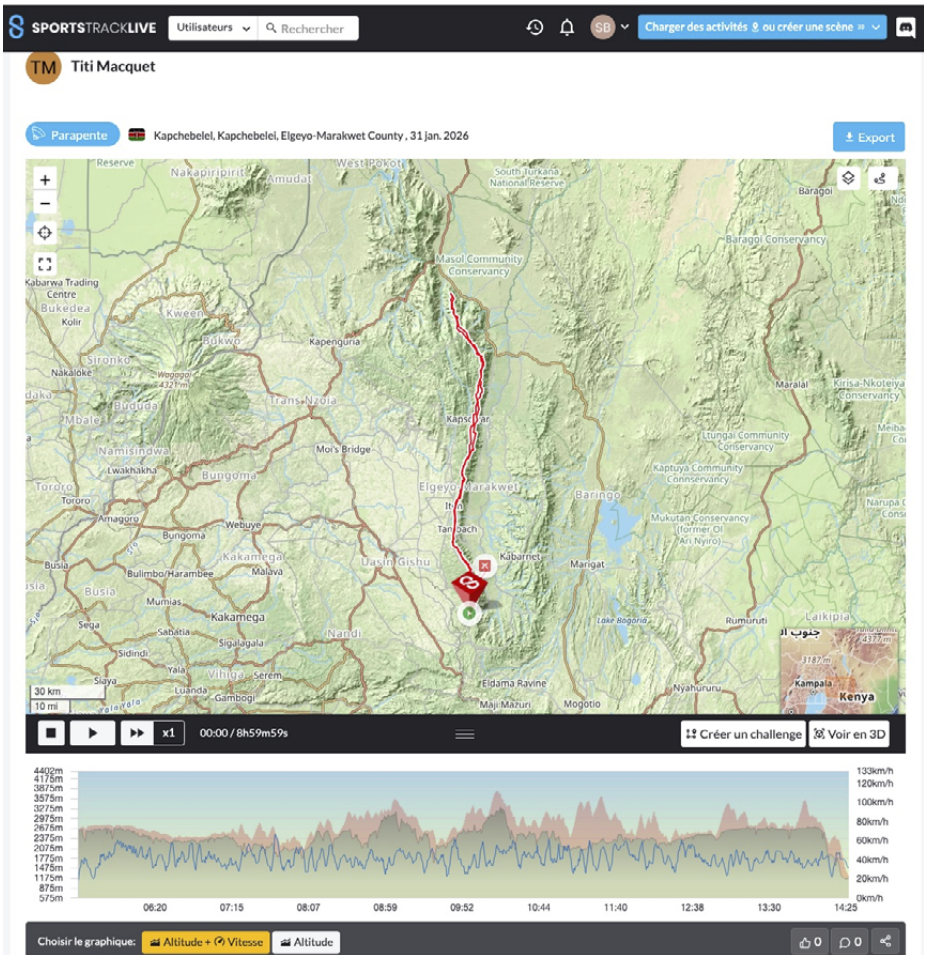
Right: Welcome committee for Titi Macquet and his wife Blandine.



The flights are recorded on the XContest site (below) and on SportsTrackLive.

We had mentioned it several times: The Vectorvario instrument records and transmits, in addition to a classic IGC, the winds experienced during the flight.

Thermals and ceilings are generous. Some reach ceilings at 4600m but it serves no purpose if the goal is to fly fast. The return, however, is easier because we are pushed. You have to fly fast if you want to land at the main landing on the plateau at 2400m, because end-of-day is often around 5pm. Otherwise you'll have to land down at 1000m and do at least an hour and a half drive to get back."



A short video showing the takeoff and part of the flight of this atypical tandem.

The pilot and passenger fairing will be refined with the option to extend the pilot's legs.

More infos:
https://www.instagram.com/titi_macquet_paragliding_pilot/
https://www.facebook.com/titi.macquet.paragliding.pilot

More advanced, *just as comfortable and lightweight*

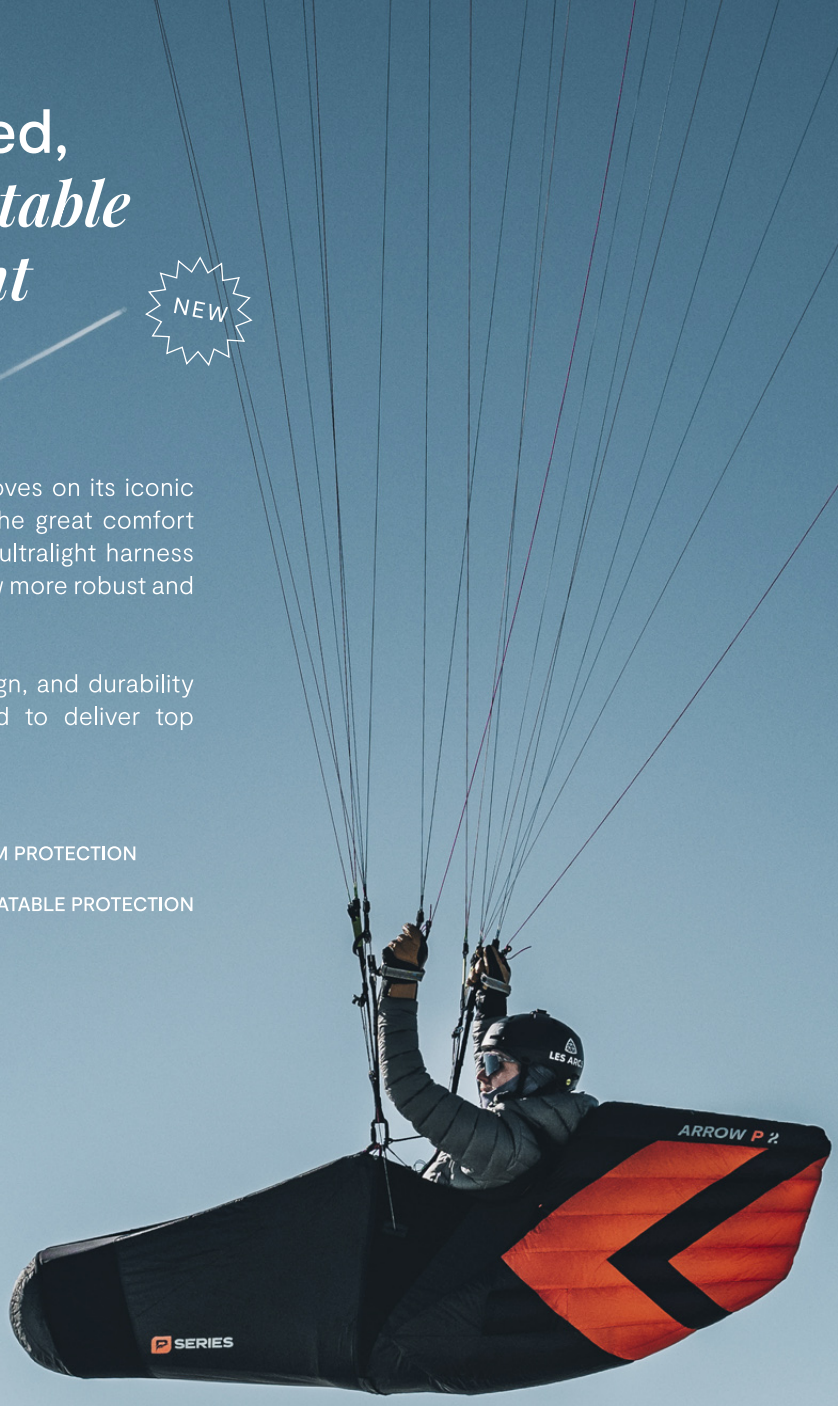
NEW

From 1.76 kg

The new Arrow P 2 harness improves on its iconic predecessor without sacrificing the great comfort it is known for. This streamlined, ultralight harness with an aerodynamic fairing, is now more robust and practical.

Key improvements in safety, design, and durability take you even further. Designed to deliver top performance on every flight.

- HIKE & FLY
- CROSS-COUNTRY
- FOAM PROTECTION
- INFLATABLE PROTECTION



ARROW P 2

AIVIUK | P SERIES

#records kenya : solo

Probably the longest flight ever made in Kenya and even the biggest triangle on the African continent: on February 3, 2026, Czech pilot Ondrej Prochazka closed a 340 km triangle under his Phi Scala 2, sitting in his submarine Ascendant Zian XAlps (short keel).

Ondrej used this EN C (upper end of EN C) in the standard version, whereas previously he had mostly flown the light version which he also used during the XAlps.

The reason for this change was the need to get new lines on the XAlps wing.

The difference between the light and standard version is minimal (apart from weight), the standard version is equipped with longer battens which can slightly increase performance.

In terms of geometry, there is only for size 20 an additional slight difference (brakes, arc): this size did not initially exist in "light", it was added later to the range and thus benefited from additional improvements before certification.

Ondrej Prochazka's track on XContest.

Kenya is a highly sought-after region for early-year records.

While the first kilometers along the relief seem relatively easy, long distances always require good planning.

Unfortunately, Kenya was also the site of the first fatal accident reported by FFVL this year. On January 20, 2026, a 49-year-old Frenchwoman lost control of her Photon (EN C) in flight.

Ondrej relives his flight for us with this nice short video.

KOYOT 6

ENTRY-LEVEL

Designed *for learning*

Step into the exciting world of paragliding with the Koyot 6, the next evolution of our school wing: more stable and more accessible than ever.

If flying is in your nature and you want to keep progressing as a pilot, this is the wing for you. A loyal companion for unforgettable adventures in the sky. Learn to fly in a safe, simple and complete way.

The Koyot 6 is the ideal tool for student progression. Suitable both for first flights and for advancing through the learning process.

Sizes

20 / 22 / 24 / 26 / 28 / 30

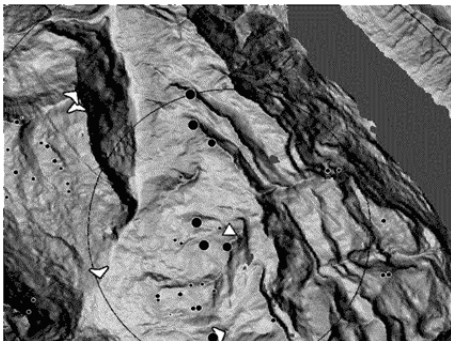
Pitaya Guava Mispel Blueberry

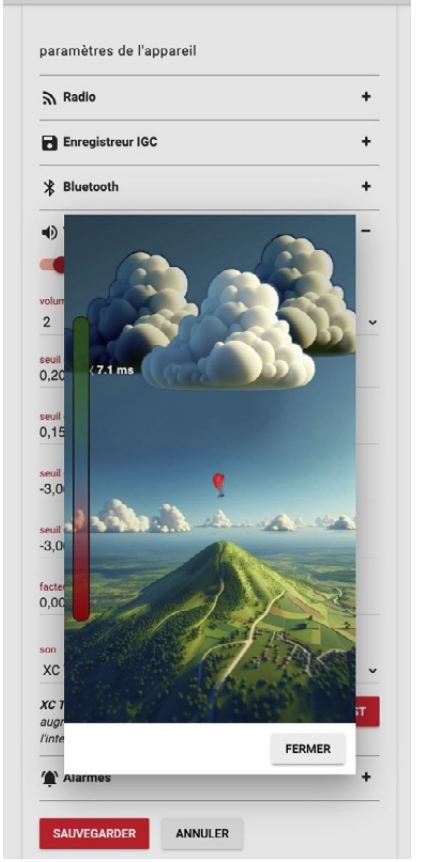
AIVIUK

#XCTracer max III: new features

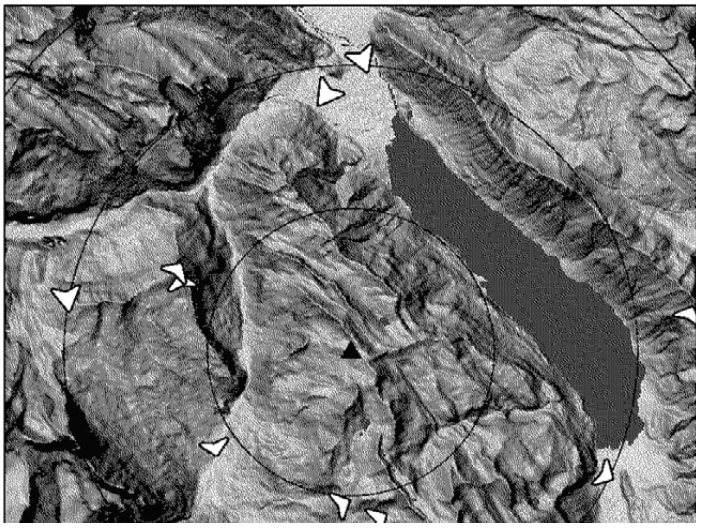
The XCTracer Max III, one of the most compact instruments for its capabilities, has gained additional features with the latest updates.

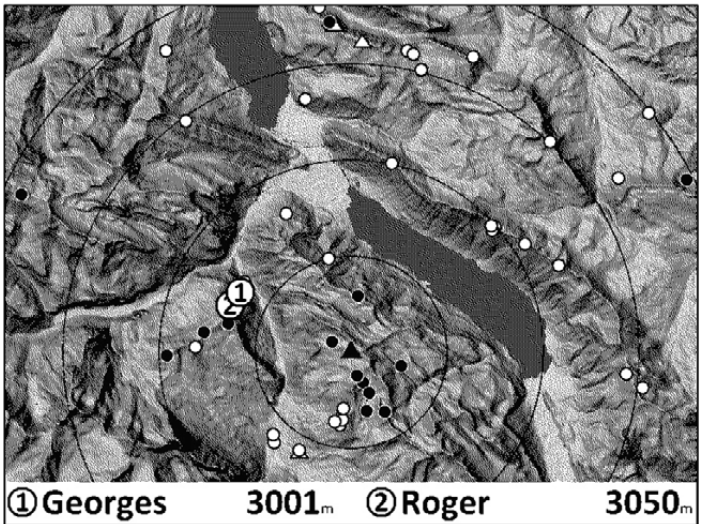
From now on, it downloads a database of nearby thermals, extrapolated from the XC data of the region, for the same day of the season and the same time of day. (The black dots of variable size depending on the strength of the thermals in the screenshot)
This is a great help for finding the next thermal, especially in regions the pilot is exploring for the first time.
Updates can now be done very easily via the XCTracer website (webapp). This is also where you can choose the airspaces to download to the instrument. It is also possible to change the XCTracer settings and to test the sound settings.





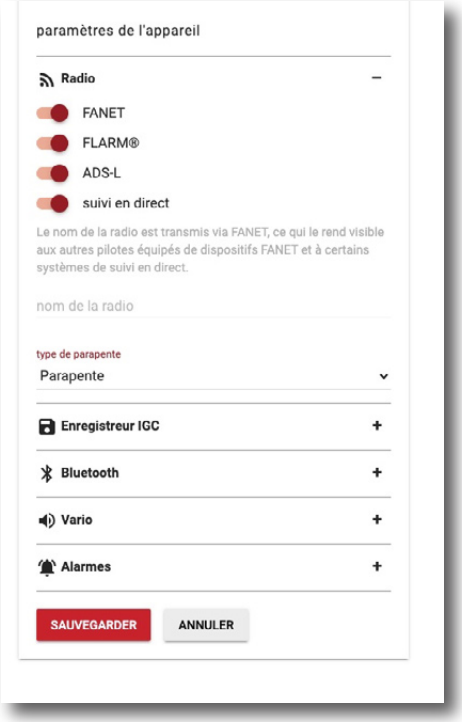
Autre nouveauté importante : l'instrument rapporte également les émissions des stations météo FANET (direction et force du vent reporté sur l'écran, voir capture d'écran à droite) en plus des positions et distances des autres pilotes FANET ainsi que ADS-L (capture d'écran
Le XCTracer Max III propose, avec sa nouvelle mise à jour logicielle, sans surcoût, la fonction ADS-L. Il s'agit d'une version légère et européenne de l'ADS-B utilisé par l'aviation commerciale. Il est porté par la réglementation européenne EASA (règlement délégué U-Space) et vise à intégrer tous les aéronefs légers dans une image de trafic commune — drones inclus.
À terme, il remplacera le FLARM (système propriétaire suisse) et le système FANET (système spécialement conçu pour le vol libre, y compris les stations météo, par le constructeur de varios allemand Skytraxx).
Le système FANET s'est surtout fait connaître pour ses capacités en vol collaboratif : les pilotes peuvent se voir mutuellement sur leurs écrans, souvent avec indication de leur altitude. (capture d'écran à droite)
L'ADS-L offre la même possibilité, mais il faudra attendre que les autres varios soient tous compatibles.





En bas à droite, affichage classique des espaces aériens sur le XCTracer Max III.

Eine weitere wichtige Neuerung: Das Instrument zeigt ebenfalls die Meldungen



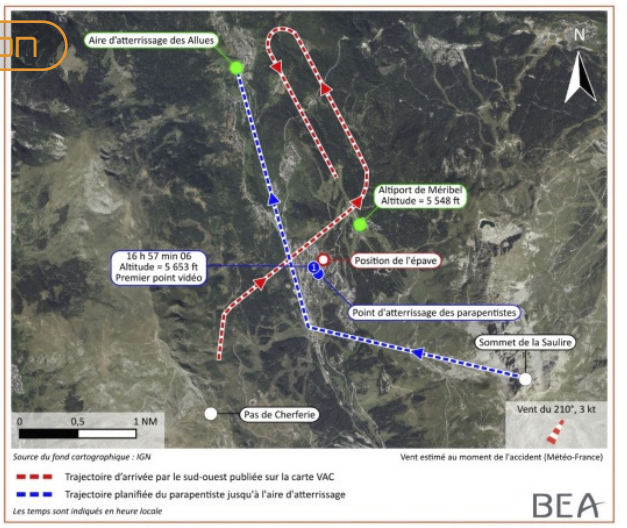


Figure 1 : trajectoires de vol estimées du parapente et du F-BAYP

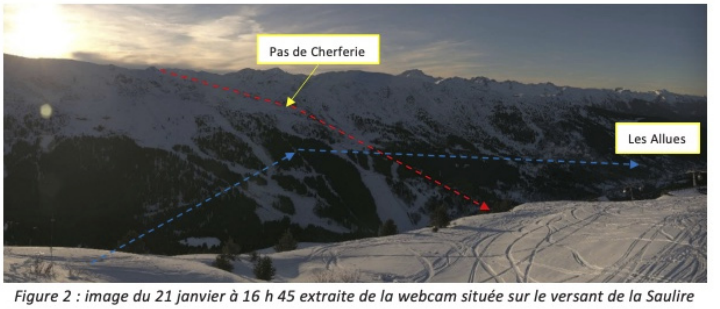
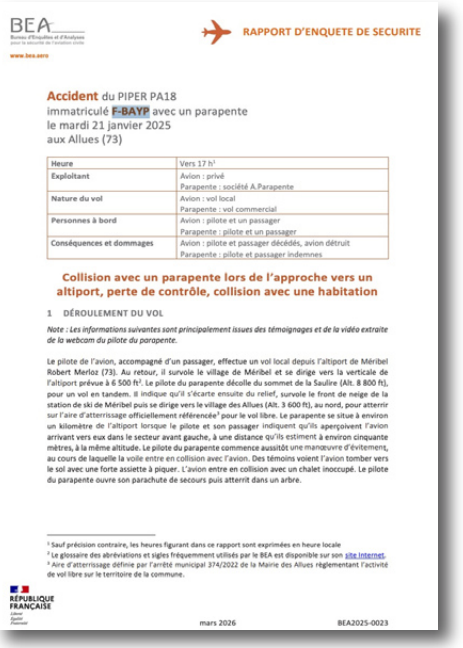


Figure 2 : image du 21 janvier à 16 h 45 extraite de la webcam située sur le versant de la Saulire


BEA
RAPPORT D'ENQUETE DE SECURITE

Accident du PIPER PA18
immatriculé F-BAYP avec un parapente
le mardi 21 janvier 2025
aux Allues (73)

Heure	Vers 17 h[1]
Exploitant	Avion : privé Parapente : société A.Parapente
Nature du vol	Avion : vol local Parapente : vol commercial
Personnes à bord	Avion : pilote et un passager Parapente : pilote et un passager
Conséquences et dommages	Avion : pilote et passager décédés, avion détruit Parapente : pilote et passager indemnes

Collision avec un parapente lors de l'approche vers un altiport, perte de contrôle, collision avec une habitation

1 DÉROULEMENT DU VOL

Note : Les informations suivantes sont principalement issues des témoignages et de la vidéo extraite de la webcam du pilote du parapente.

Le pilote de l'avion, accompagné d'un passager, effectue un vol local depuis l'altiport de Méribel Robert Merloz (73). Au retour, il survole le village de Méribel et se dirige vers la verticale de l'altiport prévue à 6 500 ft[2]. Le pilote du parapente décolle du sommet de la Saulire (Alt. 8 800 ft), pour un vol en tandem. Il indique qu'il s'écarte ensuite du relief, survole le front de neige de la station de ski de Méribel puis se dirige vers le village des Allues (Alt. 3 600 ft), au nord, pour atterrir sur l'aire d'atterrissage officiellement référencée[3] pour le vol libre. Le parapente se situe à environ un kilomètre de l'altiport lorsque le pilote et son passager indiquent qu'ils aperçoivent l'avion arrivant vers eux dans le secteur avant gauche, à une distance qu'ils estiment à environ cinquante mètres, à la même altitude. Le pilote du parapente commence aussitôt une manœuvre d'évitement, au cours de laquelle la voile entre en collision avec l'avion. Des témoins voient l'avion tomber vers le sol avec une forte assiette à piquer. L'avion entre en collision avec un chalet inoccupé. Le pilote du parapente ouvre son parachute de secours puis atterrit dans un arbre.

[1] Sauf précision contraire, les heures figurant dans ce rapport sont exprimées en heure locale
[2] Le glossaire des abréviations et sigles fréquemment utilisés par le BEA est disponible sur son site Internet.
[3] Aire d'atterrissage définie par l'arrêté municipal 374/2022 de la Mairie des Allues réglementant l'activité de vol libre sur le territoire de la commune.

RÉPUBLIQUE FRANÇAISE
mars 2026 BEA2025-0023

#mortal collision

On January 21, 2025, a fatal collision occurred between a Piper aircraft and a tandem paraglider, each carrying two people on board. The aircraft was approaching the Méribel altiport for landing and crossed the flight path of the tandem, which was crossing that axis on its last flight of the day. The paraglider was entitled to cross that zone. Probably due to the position of the sun, the aircraft did not see the paraglider.
After the collision, the aircraft crashed, killing both occupants; the tandem paraglider crew descended under their reserve parachute and were uninjured. In March 2026, the French Bureau d'Enquêtes et d'Analyses (BEA) published the conclusions of its investigation. It is stated, among other things, that there was a clear lack of regular communication between the altiport and the companies operating tandem paraglider flights, which could have led to appropriate prevention measures being put in place. It also states:

"*Although not required by regulations, some aero clubs, operators or pilots take the initiative of using a system for detecting and warning of the proximity of other aircraft, also known as an electronic conspicuity system (e-conspicuity). This system makes it possible, on the one hand, to be detectable by other equipped aircraft and, on the other hand, to detect those aircraft. It thus improves pilots' situational awareness and facilitates visual acquisition of surrounding traffic in airspaces where the "see and avoid" concept can prove difficult to apply.*

Various equipment models are available on the market today and allow, depending on the equipment used, via the mobile internet network or ground antennas, the detection of Mode S, FLARM, ADS-B, ADS-L signals, as well as visibility on the OGN network. Aviation authorities and federations, including the FFVL, promote the use of this type of equipment, with the current and future challenge lying in the interoperability of the various existing systems and devices."

This recommendation seems very sound to us, but let us recall that as early as 2011, after a fatal glider/paraglider collision, the Swiss Accident Investigation Bureau had already issued a clear recommendation to paraglider pilots to equip themselves with FLARM transceivers. Since then, the Swiss federation has even set up a subsidy scheme for the purchase of altimeter-vario instruments integrating the FLARM system.

#collision

Note: the current report by the French BEA contains a rather surprising inaccuracy: "*...via the mobile internet network or ground antennas, the detection of Mode S, FLARM, ADS-B, ADS-L signals, as well as visibility on the OGN network.*"

This is an oversimplification, since e.g. FLARM communicates primarily from aircraft to aircraft — meaning it works without any ground antennas whatsoever, and needs the internet even less. The two FLARM devices communicate directly with each other and can thus calculate whether the flight paths are converging. And the OGN network is of no use for collision avoidance: the positions of other aircraft are often displayed with a significant delay, due to the internet routing, which makes it genuinely unreliable!
Read one of our first articles from 2017 on the dangers of collisions and the advent of the FLARM system, in the magazine alongside.

No, it's not AI, the video is already 10 years old...

#preflight check, attention

During our research on carabiners and potential issues (article coming soon), we came across this very illustrative old video.

The pilot had not properly closed his carabiner and didn't even notice that the riser wasn't fully engaged in it.

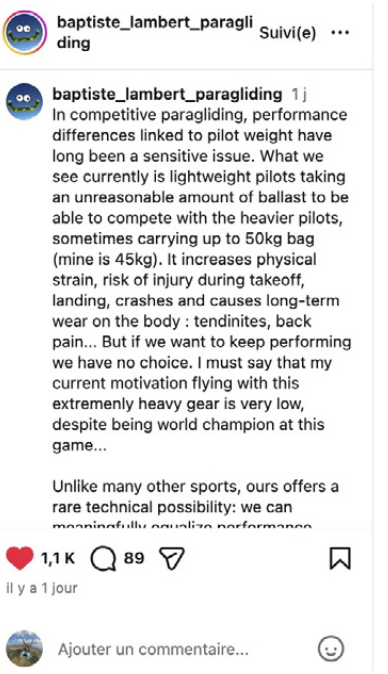
It ended up quite well suspended under the reserve, but it's a good reminder of the importance of a systematic pre-flight check with no oversights...

Syride V3->V4, Solar

The Alti V3 and GPS V3 will be replaced by new V4 models.
Among the main improvements according to Syride:

- Integrated Bluetooth enabling live tracking and use of the Syride flight logbook, even with the Solar and the Alti.
- Compatibility with third-party apps (XCTrack, Flyskyhy, etc.).
- Completely reworked audio compared to the V3 generation.
- Screen up to 10 times faster than on the V3.
- Fully revised screen configurator and items: independent item filtering, new thermal centring tool, font selection, customisable number of pages, etc.
- Unique feature: turn your Alti into a GPS. Using the phone's data, the instrument can display GPS altitude, ground speed, glide ratio, etc.
- Completely redesigned Syride Link Mobile and Desktop app.

The new Solar contains a pressure sensor, accelerometer and 3-axis magnetometer, along with a Bluetooth connection to transmit these values to the smartphone.



CIVL: Return of the maximum Ballast

At the CIVL meeting in early March, it was decided to reinstate the maximum weight a pilot is allowed to carry as ballast — a rule that had been abolished a few years ago.
It is well known that lighter pilots, even flying a smaller wing, are at a disadvantage.

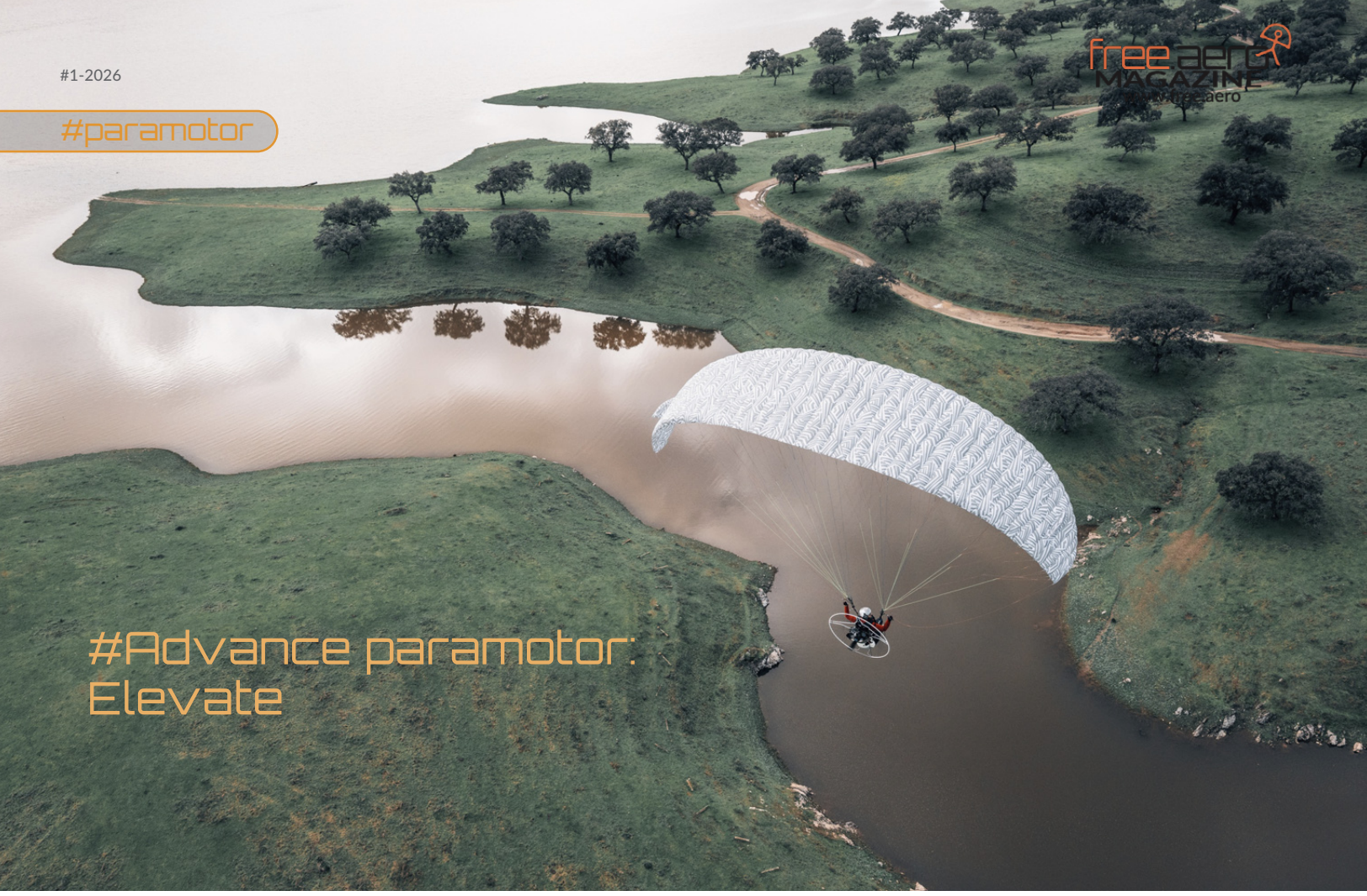
On one hand, it is a matter of air viscosity, which penalises "scale models" (Reynolds number); on the other hand, on a smaller wing, the lines, as well as folds in the fabric, have a proportionally greater negative impact on glider performance.

This is why lighter pilots tend to fly under wings of the same size as their competitors, carrying ballast, sometimes up to 50 kg. This is obviously an additional discomfort and an extra risk on launch and in the event of an accident.

This is why the CIVL has decided to reinstate the ballast limit of 33 kg (or ballast bringing the total weight to a maximum of 95 kg in 2027, and 90 kg from 2029 onwards).

Many competition pilots consider this decision unfair, even sexist, since it is primarily women who are penalised.

In a meme on Instagram, Baptiste Lambert, who himself often carries 45 kg of ballast, caricatured the possible consequences of this limitation...



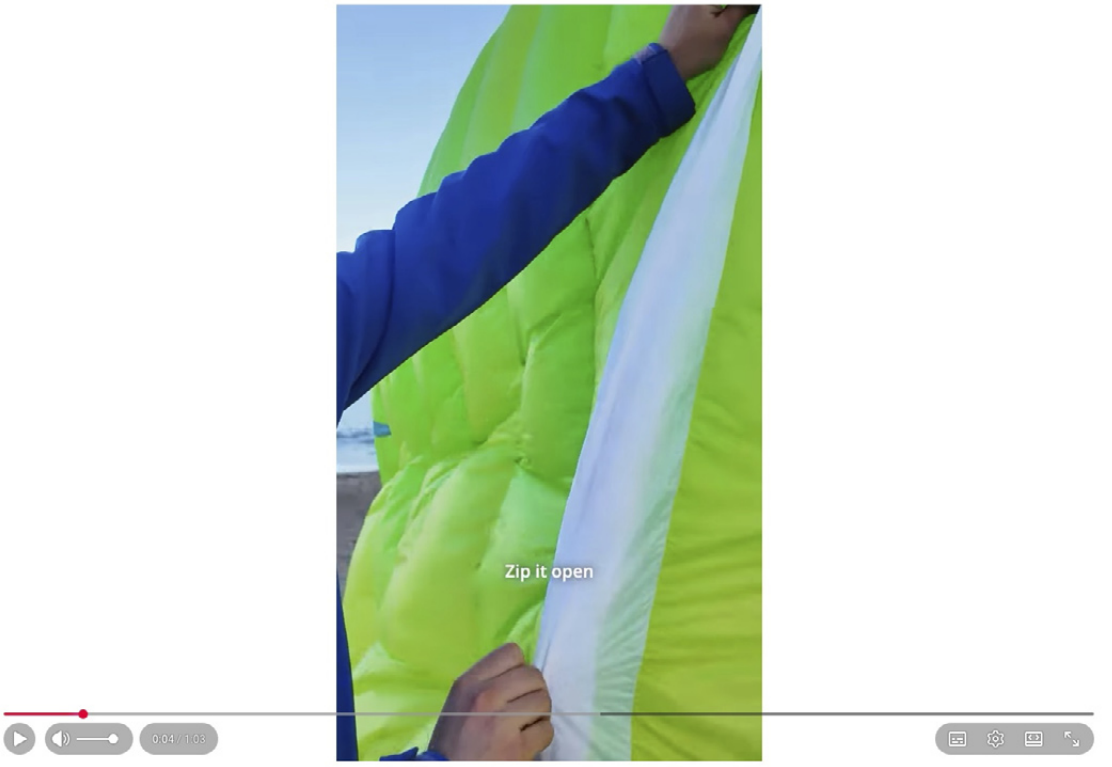
#Advance paramotor: Elevate

Advance, which has already had hybrid wings in its program, is launching a brand dedicated 100% to paramotoring.

- "Elevate" is among others supported by Andrea Cecchetto (Italy), reigning paramotor world champion
- Nico Aubert (Spain), paramotor world vice-champion
- Tom de Dorlodot (Belgium), adventurer and X Alps veteran
- Simon Klemenc (Austria), designer at AirG and Advance

The first wing, of which Advance supplies us, as usual, with only an illustration without a definitive design, will be an intermediate with a reflex profile.
This last point seems obvious: paramotor pilots can, thanks to their engine power, afford to sacrifice a little performance in favor of unparalleled stability in turbulence.
This wing will feature winglets: this too is historically a given at Advance, and also a very clear recent trend among all manufacturers.

Unlike the earlier winglets, which were intended to improve performance, today's winglets mainly serve to stabilize roll.



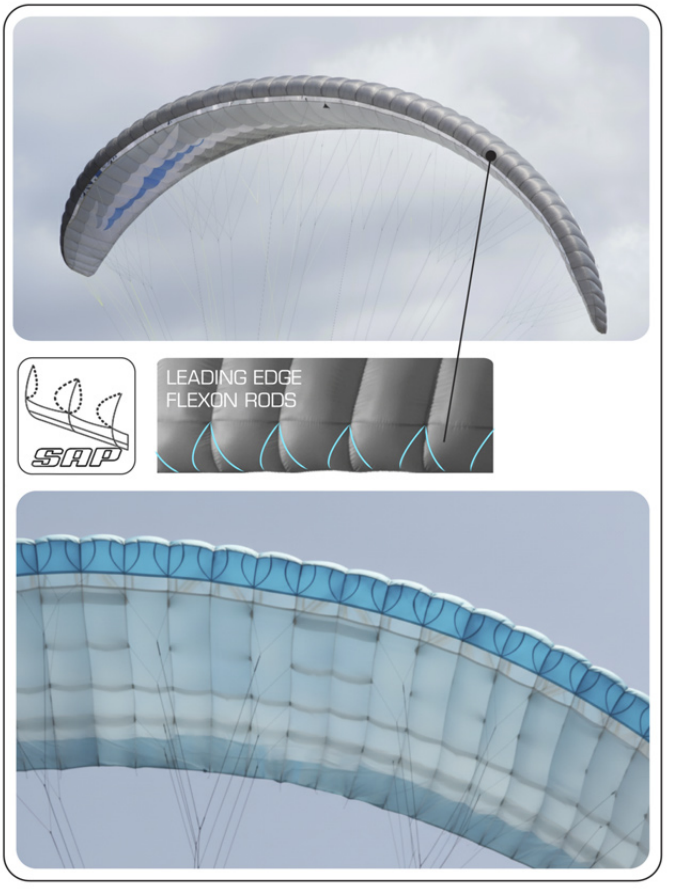
#Apco Zip-Winglets

Apco has presented two interesting innovations on its intermediate paramotor wing NRG III.

On one hand, the central "Mohawk" winglet is fitted with a zip. This allows it to be left deployed or stowed away. In the first case, the wing is more stable in yaw and roll, for example for long cross-country flights.

When the winglet is stowed, the wing is much more responsive, particularly in roll, making it ideal for "playing" with the wing. Let us recall that the central winglet at Apco has advantages over wingtip winglets, such as better airflow at various angles of attack. Most manufacturers do not adopt it, partly for aesthetic reasons.

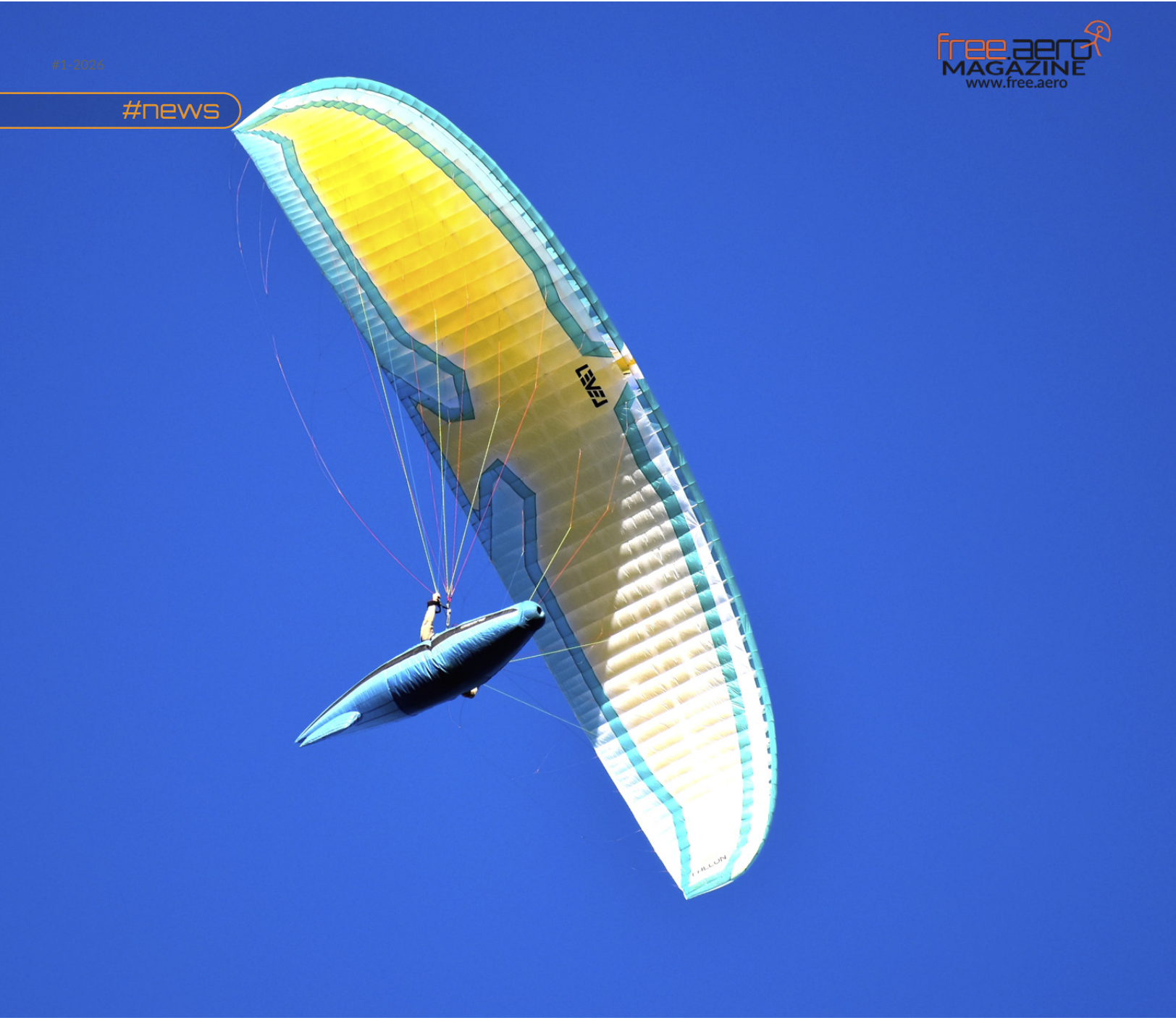
Another innovation on the NRG III: additional rods in the leading edge to further prevent its typical deformation at high speed on reflex paramotor wings.



Another new release from Apco: the new version of the competition machine, the F1 MK II.

#trend parakite

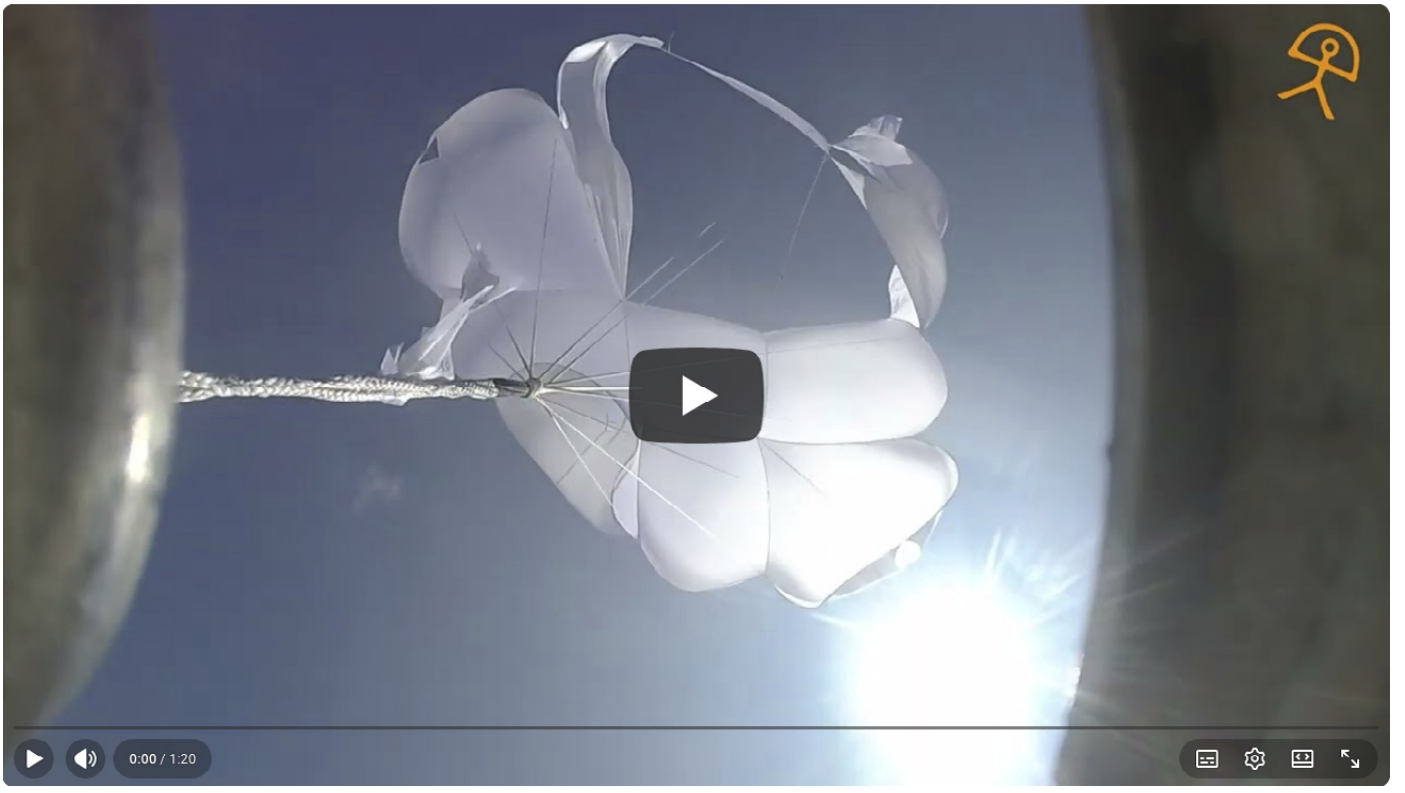
Parakites are spreading across flying sites, especially but not only at the coast.
Beni Kälin knows them all and flies mainly in his home turf, the Swiss Alps.
One of his favourite parakites is the Bandit by Flare. According to him, it is the most agile, the one offering the greatest energy. It accelerates a lot in turns, yet would still offer the best behaviour in slow flight.
Here, he compared the pure glide against a Skywalk Mint 22. The latter, an EN-C 2-liner, has a lower aspect ratio (6.4 vs. 7.1 for the Bandit 22).
It is impressive to see how closely matched the glide of both wings is...



#level wings EN B+

French manufacturer Level Wings, whose owner and designer François Bon has made a name for himself above all with his speedriding and speedflying wings and, more recently, with the remarkable parakite Fuze, is now also entering the market for classic EN B+ wings: the Falcon is a 2.5-liner with an aspect ratio of 5.8, weighing between 4.08 kg and 4.62 kg across its three sizes.
It is said to be particularly well suited also for EN C pilots who wish to step down one certification class while still flying long cross-country routes.

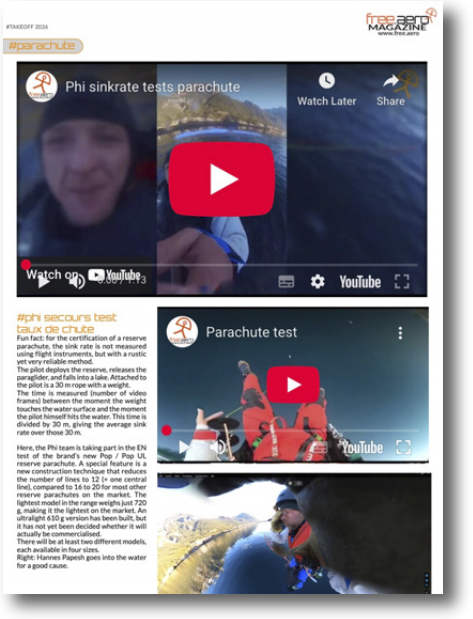
Moving down from a higher class to EN B+ is very much in the air.
This is all the more relevant as a pressurised harness like the one in the photo delivers an additional significant performance gain, while keeping the pilot well within comfortable safety margins.
We had already noted this trend last year, and indeed, various "submarines" are now popping up on launch sites everywhere...



Load tests in the Pop model range from Phi. It can of course happen during development that a rescue parachute fails the load test. In this case, design changes (not necessarily increasing weight) make it possible to increase the tear resistance. If the subtitles do not start in the correct language, please select it in the YouTube interface.

#load test parachute

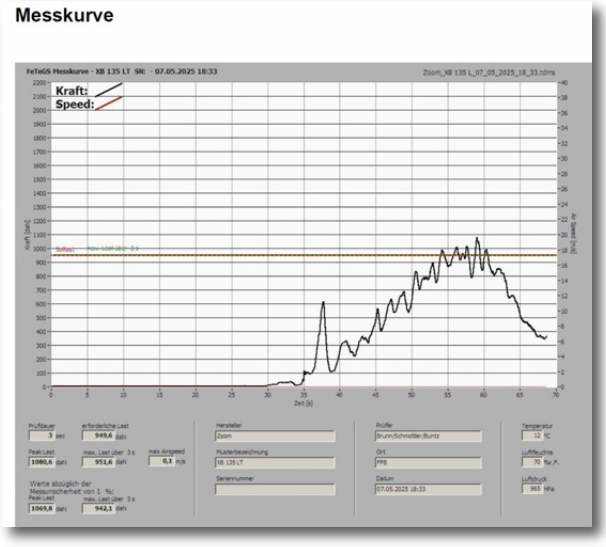
In the last issue, we showed tests of the sink rate of rescue parachutes (as a reminder, link on the right).
Here now is a typical load test for a paragliding rescue.
One option is the drop from the Kochertal bridge (180 m high). The Deutscher Hängegleiterverband (DHV) has purchased the meadow below in order to be able to carry out these drops.
The rescue is deployed at maximum load upon reaching a fall speed of 144 km/h (this is determined below the bridge by the length of the suspension line).
The same parachute must withstand this twice in a row without damage.
In the other option, the drop from a helicopter, the helicopter tries to fly at exactly this speed. However, turbulence and pendulum movements are added there, potentially causing a higher load.
In both cases, air density is not taken into account. The test samples therefore have a harder time in cold winter air!



#load test parapente

For decades, continuous load tests on paragliders have been carried out by progressively applying load through towing behind a powerful vehicle. The wing is inflated and the vehicle accelerates. A dynamometer measures the force exerted on the wing in daN (1 daN ≈ 1 kg). The single-seat wing must withstand 8G of the maximum flying mass for at least three seconds without failure. For a wing certified for a maximum of 120 kg, that amounts to approximately 960 kg. Here, it is the new Zoom XB 135 LT. Interesting and surprising: Alexander Höllwarth (formerly a developer at Skywalk, who left to found Zoom) of course never sells an example of a model that has undergone this test, but he sometimes relines it and uses it himself, or passes it on to friends who fly it with full knowledge of the facts. Not to be forgotten: the wing must also pass the shock test, where the load is not applied progressively, but the wing must remain intact after an impact of 1,000 daN to 1,200 daN (depending on the maximum authorised weight).

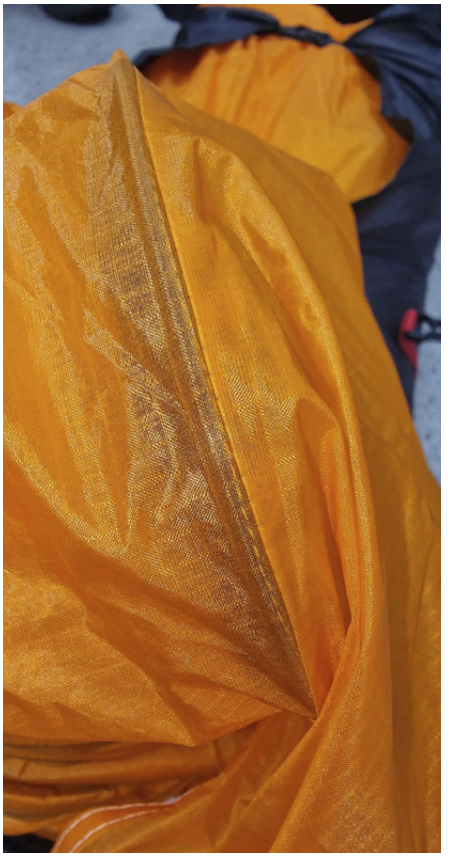
On the right, the test truck from Air Turquoise (Alain Zoller) with another wing. Photos: Pascal Boulgakoff.



#news

#phi beat 2 light NT

At Phi, the new Beat 2 light NT ("Nitinol Technology") is built with Nitinol rods, and as already seen on the two-seater Rondo and the Maestro 3, these rods are fitted with neoprene sleeves to better distribute the forces and protect the fabric.
The weight remains the same, and the pack volume is said to be even smaller compared to the previous Beat 2 light (without "NT"), which had no Nitinol.
The fabric has also changed: it is the MJ29, which is coated 4 times (very thin layers) instead of the usual 2 layers.
This fabric was a Gin exclusive for two years and is now available to other manufacturers.
Certification (mid EN B) has taken place, series production is starting.
On the right, a photo of one of the first neoprene sleeves on the Rondo. The fabric surrounding the neoprene is now white.



#x-pyr 2026

#x-pyr 2026

Bringing together world-class endurance athletes from across the globe, X-Pyr 2026 will once again challenge participants to cross the Pyrenees using only paragliding, trekking and strategy in an uncompromising test of physical and mental resilience.

The X-Pyr has announced the list of confirmed athletes, marking the beginning of what promises to be the most competitive edition ever. A record number of applicants from 27 countries vied to be on the starting line in Hondarribia. After a difficult selection process, 50 athletes from 20 countries will participate — the largest number of competitors in the history of the event.

Among the athletes are defending champion Simon Oberrauner (AUT), who will race against 4-time winner Chrigel Maurer (SUI), who returns to the event after a break. Other legends returning are 2024 runner-up Christian Schugg (GER), former world champion Pierre Remy (FRA) and "Running Man" Toma Coconea (ROM).

There will be 30 rookies on the start line, including XC aces such as Tilen Ceglar (SLO), Justin Puthod (FRA) and Idris Birch (UK). Another surprise is the number of women competing in 2026 — five in total. Never before has there been such a large representation of female athletes at such a high-level hike-and-fly race.

The X-Pyr 2026 is scheduled to begin in Hondarribia at 10:00 on Sunday 21st June, with athletes racing eastward across the Pyrenees toward el Port de la Selva, where the race will finish at 19:00 on Saturday 27th June.

More info: x-pyr.com x-pyr.com

KOYOT 6 P

ENTRY-LEVEL

HIKE & FLY

The lightest *way to begin*

Designed to help you start and progress in paragliding with total confidence, the Koyot 6 P will also be by your side in your first hike and fly experiences.

It delivers a high level of safety and comfort, with improved stability compared to the previous model. Start your journey the lightest way.

Perfect for those who want to discover hike and fly with a comfortable, practical and accessible wing from day one.

Sizes

20 / 22 / 24 / 26 / 28

Gecko

Tiger

AIRIUK | P SERIES

#Skyman Crossalps 3 EN C 3-liner

Skyman has launched series production of the new EN C CrossAlps 3. Here it is flying just behind a Skyman EN B+ CrossCountry 3, an excellent wing that we will be testing in detail in the next issue.

The CrossAlps 3's handling is said to be excellent according to Skyman, as is the performance – despite the deliberate choice to retain a three-liner architecture in order to maintain the high level of safety that undeniably characterises the Skyman range.

A small note: we think it is a pity that the "Skyman figure" is disappearing from the wing's decoration...

The CrossAlps 3 is available in three sizes: 22 m², 24 m², and the size 26 with a flat area of 26.5 m². The flat aspect ratio is identical across all three sizes: 6.1. Total flying weight (pilot + equipment + wing): size 22 covers a range of 55 to 75 kg (recommended range: 60–70 kg) with a wing weight of 3.6 kg, size 24 is designed for a total weight of 80 to 105 kg (recommended range: 85–100 kg) with a wing weight of 3.8 kg, and size 26 is suited to a total weight of 95 to 119 kg (recommended range: 100–115 kg) with a wing weight of 4.2 kg.

One reason for the safety these wings provide is undoubtedly the fact that Skyman himself spends every spare minute in the air with his models, putting them through every possible situation.
Photos: "Skyman" Markus Gründhammer

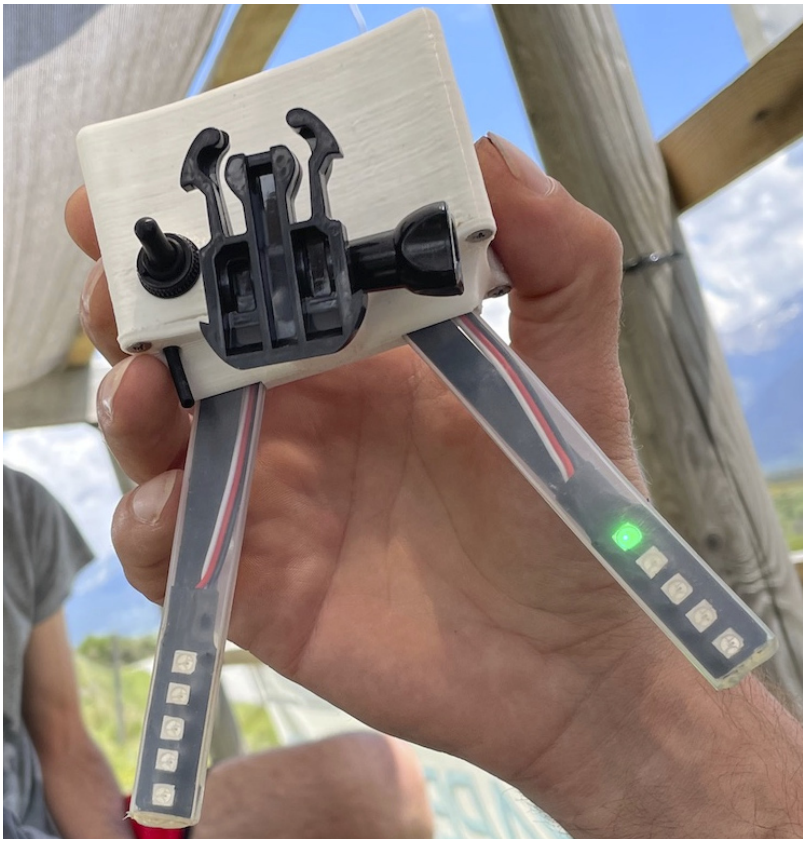
#paragliding for deaf people

Instructor Nicolas Bessège is working intensively on the possibilities of teaching paragliding to hard-of-hearing and deaf people.
To allow these pilots to be correctly guided by radio, a system developed by the school Marseille Parapente is used.
It consists of a device attached within the pilot's field of vision, transmitting the instructor's instructions from the ground via several differently coloured LEDs.
The system incorporates numerous safety features and is well thought out.
On the right, Nicolas Bessège is wearing the helmet as if he were the student. The two green LEDs facing us show that the helmet is connected to the remote control and operational. The communication status is also indicated on a line of the remote control's screen.

Bottom right, the pilot's view with several LEDs in a row, indicating the required action. Here: turn slightly to the right.

On the instructor's remote control (below), the instructor can see the status of the student's LEDs. Here: turn even further to the right.

Photos: Sascha Burkhardt



If the LEDs are red on both sides, this indicates braking intensity rather than a turning instruction. These LEDs are operated by the left lever of the remote control.
Top photo: strong symmetrical braking, for example on landing.
Bottom photo: if the instructor moves the lever upward, this means "hands up". Blue LEDs signal this to the student.
If the instructor pushes both levers down and inward (as if wanting to stop a drone's motors), this means "deploy your reserve", indicated by flashing lights. (bottom right photo)

Naturally, strict protocols exist: if the LEDs indicate "connection lost" to the pilot, the instruction is to head toward the landing field, where the instructor guides the flying using hand signals with bats — comparable to the radio failure procedure in conventional instruction.

A very interesting initiative that appears to be well developed. More information on the system and planned courses for deaf pilots:

Nicolas Bessège, Tel. +33 674 06 76 41

#hi-tech

#airtags find my paraglider

Launched five years ago, the Apple AirTag is a small Bluetooth location tracker designed to help find lost items such as keys, bags or bikes.

These waterproof, small and lightweight trackers (11 g) run on a CR2032 battery with a life of around one year. They contain no GPS, as battery life would otherwise be too short.

The principle is simple: as soon as the AirTag attached to an object (or hidden inside a harness, a bag or in a paraglider) detects an Apple device such as an iPhone within a few metres, it anonymously transmits the tracker's coded identity via Bluetooth.

The iPhone then relays its current position, along with the tracker's ID, to Apple's "Find My" system. Since millions of iPhones are in circulation, there is always a moment when one of these "spies" passes near the tracker - except in remote wilderness. The owner of the iPhone relaying the information sees nothing of these data, which are passed on "in secret".

This system therefore allows the AirTag owner, by consulting the "Find My" app on their Apple device (iPhone, iPad, Apple Watch, Mac), to know the location of the last encounter between the tracked object and a passing iPhone.

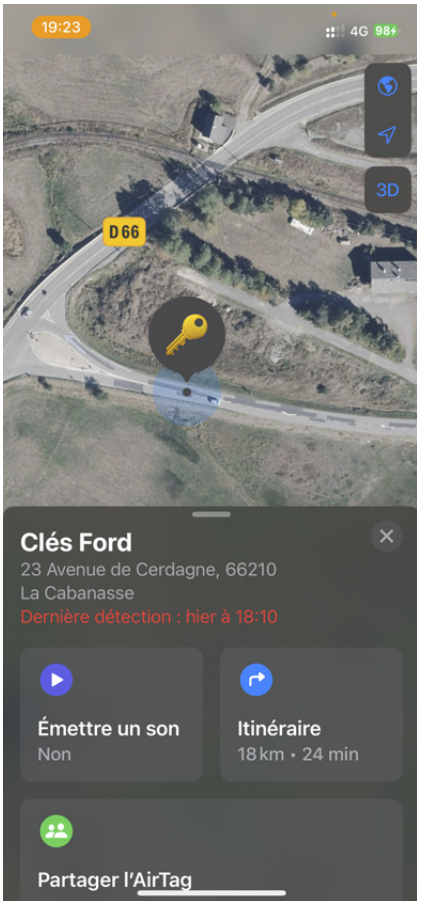
A second function based on the Ultra Wideband (UWB) standard allows the owner to locate the AirTag when it is nearby - for example if it is attached to keys misplaced at home or lost at the landing field.

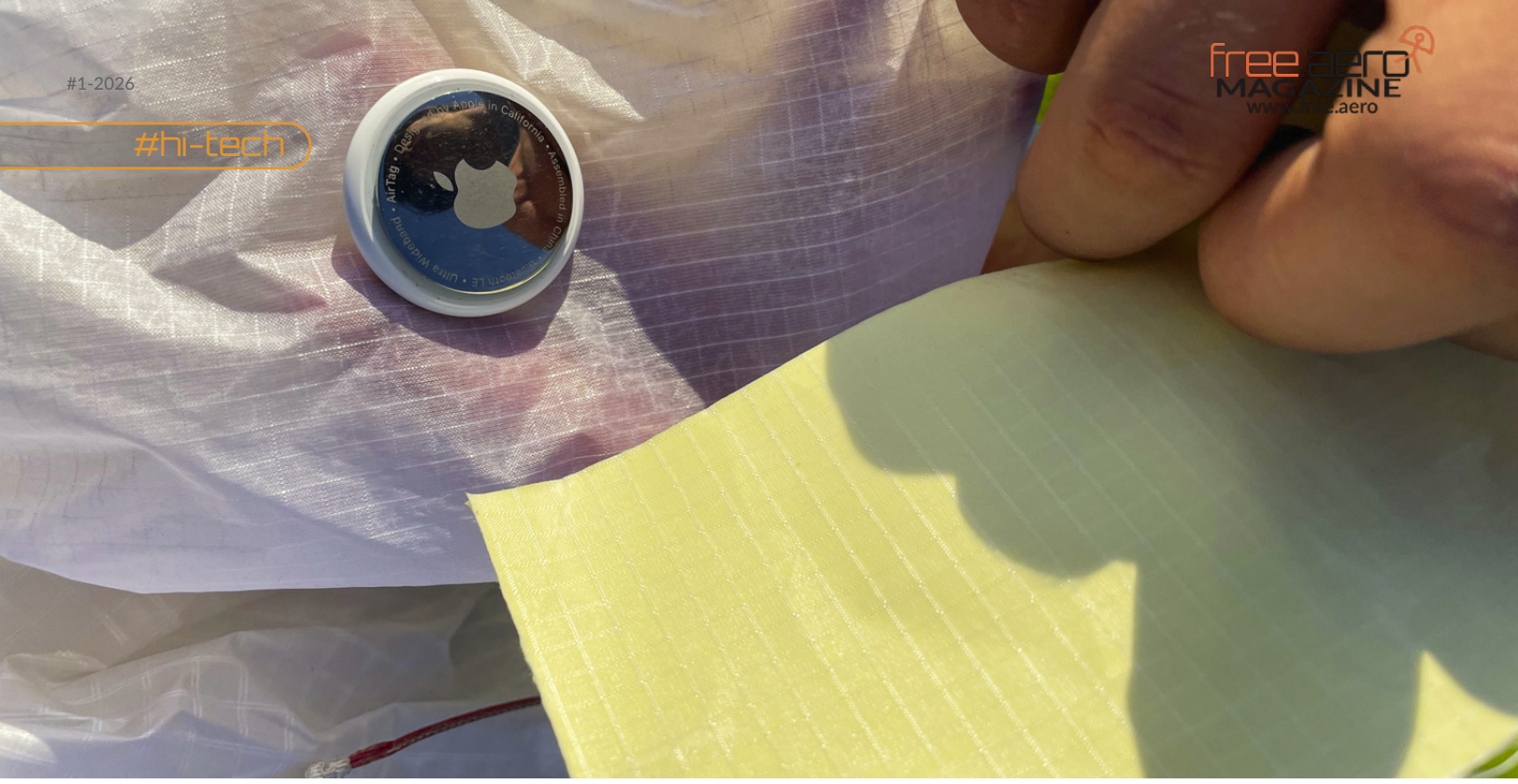
By scanning the surroundings with the iPhone Find My app, an arrow indicates the direction to take and the distance to the AirTag. The new AirTag version 2, released in January, significantly increases the range of this localisation: around 60 m versus 20 m for the previous version.

In addition, you can make the AirTag play a sound to find it even more easily.

The AirTag also contains an NFC chip. Any smartphone (iPhone or Android) can scan it by holding the device close: this opens a web page with the owner's contact details, provided they have activated "Lost Mode".

Photos: Sascha Burkhardt





Pilots don't usually misplace their paraglider under the sofa.

However, competition pilots have told us they recovered their stolen gear thanks to AirTags. If you stick the AirTag onto an internal rib of the wing using a piece of ripstop, it has no effect on flight behaviour, but it constantly broadcasts its position, and the owner can share a link allowing a third party to track its location.

Competition pilots whose gear was stolen from their car in Barcelona shared this link with the police, who located and recovered the wings the same day.

There is, however, one drawback: for privacy reasons, an AirTag that remains constantly near an iPhone belonging to a different owner will alert that person after a while with a message on their screen. This is to prevent people from being tracked without their consent. Thieves are therefore also alerted and can get rid of the tracker. Nevertheless, there are many reports of stolen items being recovered, as thieves often don't have time to be warned.

On the right, a "Smart AirTag" attached to a radio. This is an "AirTag-compatible" tracker that costs only €4 per unit when bought in a pack of 4 on Amazon. For comparison: an original Apple AirTag costs between €25 and €35. In our tests, this Smart AirTag performed the same functions as the original, except for proximity search near the phone, as the Smart AirTag does not contain a UWB chip. That said, you can also make it play a sound, and it is significantly louder than the original.

Photos: Sascha Burkhardt

Photos: Sascha Burkhardt

Drawbacks: its Bluetooth range (to be detected by the FindMy system) appears to be shorter, and reliability is also lower. However, we equipped many items with them (radios, instruments, pocket knives, wallets) - the results were generally good! At this price, it would be a shame to go without...

Why have we only talked about Apple AirTags and compatibles so far? There are comparable systems from Android and Samsung, but in tests by the specialist press, the Apple system is consistently the clear winner in terms of performance. For example, Google's tags (Android) need more phones to pass nearby in order to be detected. According to Google, this is a matter of privacy. Improvements will probably follow. A pity: the systems are not all compatible with each other, and some trackers, such as the inexpensive Smart AirTags we mentioned above, only work with the Apple FindMy system.

The principle of course remains the same if you have an Android or Samsung phone. Equipping your gear with a compatible tracker increases the chances of finding it again if it gets stolen or if you lose it...

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Photo: Tim Rochas / Niviuk Paragliders

By Stefan Ungemach

#test niviuk artik 7 P

Photo: Tim Rochas / Niviuk Paragliders

With the Artik 7 P, Niviuk has added a superlight EN/C high-performance wing to its range, targeting performance-oriented Hike & Fly pilots and fitting equally well into a cross-country setup.

Available in 6 sizes from 20 to 28, the wing weighs just 3.33 kg in size 23 (75-95 kg) and packs down compactly thanks to short Nitinol rods, at least in the centre section. It is nevertheless stiffened at the trailing edge with mini-ribs housed in their own sheaths. The top surface is Dokdo 32/25, the bottom surface Dokdo 25. This 2.5-liner, where the middle level does not extend to the wingtips, has 66 cells and an aspect ratio of 6.2.

Launch behaviour in nil wind or even slight tailwind is exemplary. A smooth inflation always brings the ultralight canopy up centrally over the pilot. No sideways breakaway occurs; small directional corrections via the rear risers are straightforward. The pilot should not be too heavy-handed, however. In stronger winds it is advisable to ignore the outer A-lines and possibly grip only the innermost lines, as the outer wingtips are very fast and can otherwise fold inward easily.

The whole wing is fast. The easy-to-push speedbar delivers up to 15 km/h, two-thirds of which is already reached at half travel. The B/C bridge control used at that point is precise, while the B-riser remains fully suspended. Even at trim speed, progress is remarkably brisk.

Handling is superb. The brakes respond immediately and progressively; the stall point is clearly identifiable. Air mass movements are relayed instantly and directly to the pilot through the risers. This talkative character must of course suit the pilot, because depending on the harness, roll damping is relatively low — in return, the wing barely pitches in thermic entry. In wing-overs, you are already clearly above the canopy after the second pendulum — great fun!

Big ears on the outer A-lines are easy to hold and deliver 2-3 m/s of additional sink without the speedbar. Nothing flutters, the wing flies stable and straight, and the required force is virtually zero. The ears remain tucked in after release and only reopen with repeated pumping. A B-stall is not recommended by Niviuk, but is possible with some care when pulling down the B-level.

Photos: Niviuk Paragliders

The spiral dive engages easily and does not continue to spin on its own.
A particular strength of the wing lies in situations such as a low save. Thanks to its outstanding brake authority and precise feedback, even the finest wisps of lift can be found and used — during testing, several cross-country flights continued in places where, based on experience with other wings, I was convinced I'd already be on the ground. But the wing also handles rough thermals well: ears rustling in always remained unspectacular, and confidence builds quickly enough to go searching for lee thermals.
Landing is straightforward and the wing flares well. It is worth planning a longer final approach, however, as glide performance is more than adequate. It is always difficult to quantify performance precisely or even to compare it reliably, but I often felt I was completing familiar glides faster and considerably higher than on other EN/C wings. Flying together with modern two-liners (Zeno, Zeolite, Mint), I never felt at a disadvantage — if anything, quite the opposite.

#review

My personal verdict: A very light H&F performance wing whose handling is pure joy, delivering a high fun factor in both H&F and cross-country flying. It is not, however, a quietly damped tractor for less confident pilots or heavy hands — by its very nature it is more scalpel than broadsword. For me personally, the best lightweight travel wing of recent years and, in terms of feel, a direct successor to the Artik 6.
The wing was tested over approximately 21 flight hours / 250 km, with individual flight durations between one and four and a half hours, in varying conditions during spring and summer.

Stefan Ungemach (translated by third parties)

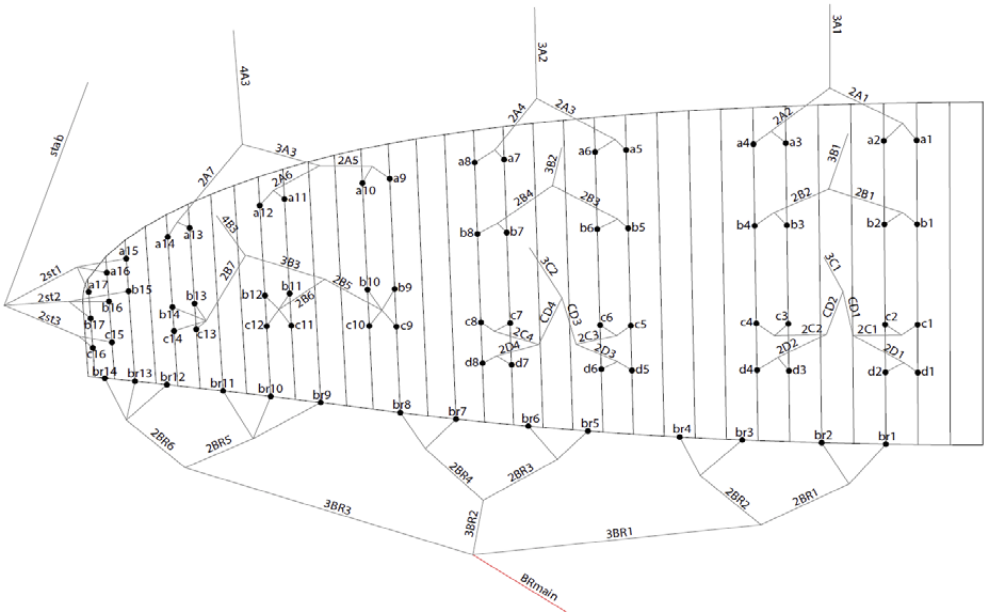

Photo: Tim Rochas / Niviuk Paragliders

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