

#TRENDS 2023 2/2

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WORLDWIDE PARAGLIDING AND PARAMOTORING MAGAZINE. FOR FREE.



Photo: Jérôme Maupoint/Neo

#trends 2023 2/2



A Neo Stay Up 2 in the morning sun.
Photo: Jérôme Maupoint

Translations by Ruth Jessop

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WHEN CHATGPT MAKES AND SELLS PARAGLIDING...

A funny and somewhat disturbing result. When we asked the “artificial intelligence platform” ChatGPT, which all the media are currently talking about, to design a leaflet for a fictitious paraglider called “Flyfar”, made by the brand “Soohigh”, it produced this:

“The Flyfar paraglider from Soohigh is the ultimate choice for those looking for a high-performance and safe flying experience. With its cutting-edge design and advanced materials, the Flyfar delivers unmatched stability, agility, and control.

The Flyfar features a V-shaped profile that provides excellent lift and gliding capabilities, allowing you to soar through the skies with ease. Its high-performance suspension system ensures that the paraglider remains stable and responsive even in the most challenging conditions.

One of the most notable features of the Flyfar is its innovative braking system, which allows for precise control and quick reactions, even in strong winds. This makes it perfect for experienced pilots as well as those new to the sport.

The Flyfar is also designed with the comfort and safety of the pilot in mind. The ergonomic harness is designed to provide optimal support for pilots of all sizes and skill levels, ensuring a comfortable and secure ride.

The Flyfar also comes with a convenient transport bag, making it easy to transport and store. With the Flyfar, you can take to the skies with confidence and experience the true freedom of flight. Contact Soohigh to learn more about the Flyfar and the other features and customizations available.”

What is striking, alongside certain oddities, is the idea of finding various turns of phrase and promises that we, and every other pilot, come across in actual communications from manufacturers.

Of course, ChatGPT has acquired all its knowledge from the internet and thus condenses not only texts from existing brands, but also real questions asked by pilots, on topics such as safety, performance and handling.

What have we learnt from ChatGPT? What we must do, even more than we do already, is to demand technical details and precise explanations from designers, so that we can better inform our readers. Dig deep, even deeper than before, even if the manufacturers are often reluctant to reveal their secrets. However, this is what would allow them to demonstrate, that before all the promises, there is generally a substantial thought process, far from the “hot air” of ChatGPT...

Sascha Burkhardt,
founder voler.info free.aero magazines



The Stubai Cup has always taken place at the beginning of March, in an area of Austrian where the micro-climate often allows good test flights, and with thermals. Photo: Markus Gründhammer

TRADE FAIRS AT THE BEGINNING OF THE YEAR

THERMIKMESSE 2023

The organizers are stubborn: despite a certain reluctance from the major manufacturers, who participate less and less, the team once again organized this one-day show (January 21st), as part of a huge tourist trade show in Stuttgart, in Germany.

According to our colleague Lucian Haas (<https://lu-glidz.blogspot.com/>), there were, nevertheless, many visitors around the remaining stands. It is worth noting that whilst some major manufacturers such

as Ozone were absent, other slightly smaller companies, such as Neo and Stodeus, even came all the way from France.

This trade show in the city, without any accessible flying sites, has never been the place for spectacular revelations, (manufacturers keep those for the Coupe Icare or the Stubai Cup). At the 2023 event, we were, however, able to see the new version of the Skywalk Range X-Alps 3, which is more robust than the previous versions.

STUBAI CUP 2023

On the other hand, the Stubai-Cup, traditionally a "mini Saint Hilaire" in the Austrian Alps, took place. There is some information about it in this issue and we'll have a fuller report in our next edition.



Is the Skywalk Range X-Alps 3 finally more robust? Previous versions often aged badly with their very light fabric. Photo: Lucian Haas





www.skyman.aero

DISCOVER NEW PATHS

WITH ULTRA-LIGHT PARAGLIDERS



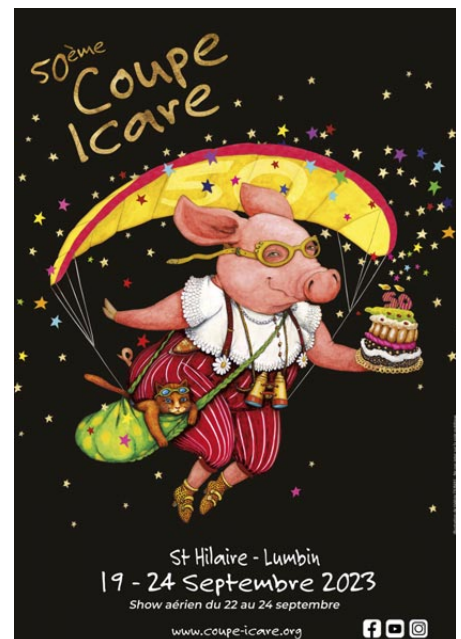
Also seen at the Thermikmesse trade show: one of the final prototypes of Skyman's new lightweight harness, ready for commercialization.

KÖSSEN 2023 CANCELLED

The Kössen 'testival' in Austria, which always took place in May or June (June 2022: 5000 take-offs in three days) has been cancelled, amongst other things because of the new administrative constraints which have proved too much for the organisers to work with.

COUPE ICARE 2023

On the other hand, the "biggest free flight festival in the world" will take place for its 50th edition: from September 19th to 24th, 2023 in Saint Hilaire. We will also celebrate the 40th anniversary of Icarnaval and the 30th anniversary of Icare Balloons...
<https://www.coupe-icare.org/>





ALTIRANDO Lite₂





The lighter version of the Aonic model, the Aonic Light, will be available from February 2023 onwards. Photo: Fabian Gasteiger/Nova

NOVA AONIC LIGHT AND WINCH RELEASE

A LIGHT AND POWERFUL EN A

Nova's EN A Aonic has already shown its potential: Swiss pilot Toni Brügger was flying this wing, accessible to beginners, on the 10th of May, 2022 when he completed a 247.5 km triangle with an average speed of 25.4 km/h!

www.xcontest.org/2022/world/de/fluge/details/:b-air/10.05.2022/07:25

This is in line with the undeniable current trend: more and more pilots are staying on A!or B-rated wings to fly impressive routes with total peace of mind.

(also see (in French) [our report about Baptiste Leroy](#))

From now on, the Nova Aonic will also be available in a light version. (Surface areas: 18.87 / 20.84 / 22.76 / 24.82 m², weight 3.4 / 3.7 / 3.9 / 4.2 kg).

For more information

<https://www.nova.eu/fr/parapente/aonic-light/>



An essential accessory, but little used in the mountains: a winch release. The new release from Nova, the Tow & Go, on display at the Thermik show, follows the current trend of "simpler, with more functions, and also lighter". It weighs only 62 g.





ARTIK RACE

THE LEAP INTO THE NEW ERA

The knowledge acquired in the development of the Artik 6 and all our two-liners (such as the Peak 6) culminated in the creation of the Artik Race, an EN C two-liner. An unparalleled experience that will offer you speed, aerodynamics and high performance; at the same time as accessibility, progressive responses and the passive safety of an EN C wing. Step up with this "Artik +".

Sizes

21* / 23 / 25* / 27*

*Certification in process (30/11/22)

Colors



OPAK

DISKUS

WASP

 niviukparagliders

 niviuk

niviuk.com

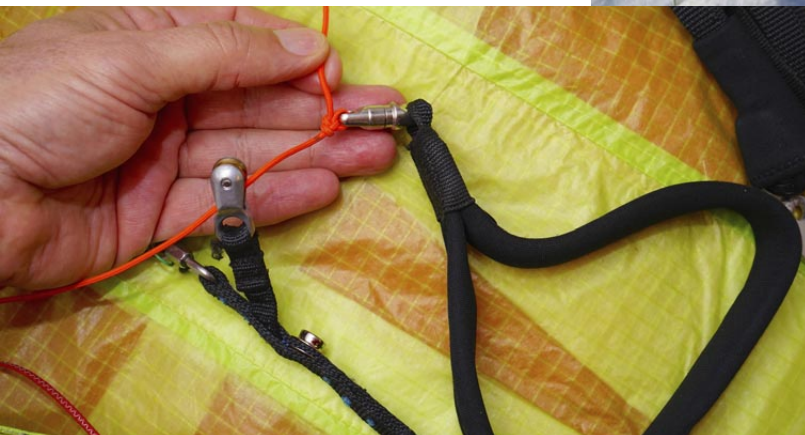
TWISTED BRAKES

*Till Gottbrath warns:
twisted brakes can
significantly reduce the
brake travel...*

Handles without swivels can cause the brakes to twist:
- the line itself
- the cascade (photo on the right)



With swivels, this problem does not exist.
Photos: Paul Nagl/NOVA





SHORTENED BRAKE TRAVEL

Pilots who have a paraglider without a swivel at the same height as the brake handle should regularly check that the brake lines are not twisted... which would, as a result, make them significantly shorter!

For weight reasons, ultralight hike & fly gliders are usually built without a swivel and are therefore affected. Paul Nagl, after-sales service manager at NOVA, regularly checks wings whose brake lines have lots of twists in them. He experimented with the shortening of a 1 m brake line:

Edelrid Tarax 7850-240, nominal line length 100 cm; measured under a load of 5 kg:

- 20 twists: 99 cm -> 1 cm difference
- 40 twists: 97 cm -> 3 cm difference
- 60 twists: 90 cm -> 10 cm difference
- 80 twists: 82.5 cm -> 17.5 cm difference
- 100 twists: 69 cm -> 31 cm difference


This experiment was carried out over one metre. Over the length of a full brake line, the reduction in length is certainly a little less significant, but it can still create a reduction in the brake travel which has an impact on safety.

WHAT TO DO?

Unpack the paraglider. Normally, you would immediately see the twist at the level of the cascade (where the brake line splits high up). Detach the brake handle from the riser. Turn the brake handle as many times as necessary - the right way of course! - until the cascade and the line are no longer twisted. Or you can go down the line holding it tightly between both fingers, from the cascade to the brake handle, a bit like in the photo above, but the brake handle must then hang freely so that it can untwist.

If you think that your wing's brake lines never twist in the air flow, think again: Every time you grab the handles to turn, or take a wrap of the brake lines, you're making an additional turn. They quickly add up...

It is always best to check before it turns into a safety issue. 🧰



THE EDITOR'S OPINION

The phenomenon could be even more significant than we thought. We contacted Nico Mouquet from the inspection centre, the Wing Shop (www.wingshop.fr/) in Saint Hilaire, France. He confirmed to us that on some wings he receives (although rare), the reduction in length is quite significant, and can be up to 12 cm. This could trigger a cascade of in-flight incidents at low speeds (it is difficult to recover efficiently from a parachutal stall).

An interesting fact: this problem is often greater on one brake than on the other. This asymmetry could be due to the way that the pilots flying them use the brake handles in thermals, preferring one turn direction more than the other. Sometimes, the twist is so substantial that even when untwisted, the line twists again quickly on its own, as if it has shape memory. In such cases, Nico's advice is to change it... 🧰



Foto: Mario Eder

SPIRIT

**Alpinism. In each cell.
Small backpack, big projects.**

- / Ultralight from 1.75 kg
- / Extremely small pack size
- / Hike/Climb & Fly
- / Versatile

Perfect Match.



Your Hike & Fly Set from 4,13 kg SPIRIT // CORE // HIKE35 // TAPA X-ALPS // DROP



PURE PASSION FOR FLYING

SKYWALK



PHI

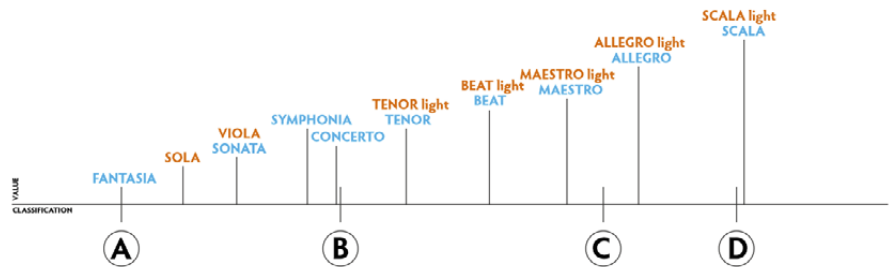
Benny Hörbuger flying a prototype of the Scala (not light). A beautiful moment captured by Pascal Purin. They are both part of the Phi team.

Phi started 2023 with a flurry of new models or rather new versions: amongst others, the Symphonia 2, Viola 2, Tenor 2, Tenor 2 light, and also a new version of the Sola (EN A light) and the Sola GT.

The main difference: The Sola GT is made partly from the Korean MJ Tex 32 fabric, replacing the Skytex 27 in the Sola version. The new model is therefore a bit heavier (3.3 kg instead of 3 kg for size 20), but it is also more robust and a bit cheaper.

The Phi team has also expanded: from now on, Skywalk designer, Alex Höllwarth, has switched brands and will be designing alongside Hannes Papesh, but on separate models.

Their range of new harnesses is also moving forward, with a surprising name that we will reveal soon.



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Before leaving the company, Mike Küng has always been part of the Phi team and used their wings, as usual, to climb any obstacle facing into the wind...



[instagram.com/free.aero](https://www.instagram.com/free.aero)

[facebook.com/freeaero](https://www.facebook.com/freeaero)

www.free.aero



In February, a team from Phi visited the Aerodynamics factory, which has been making kites since 1988, and then moved into paragliders working for numerous manufacturers such as Phi. The factory is in Sri Lanka. (The large Sky Sport factory which manufactures for Independence, Skyman is also in Sri Lanka). On the right, Franziska Bucher and seamstress Hilde Hetzenauer from Phi. Below middle, Gayantha Fernando, manager of the paragliding department at Aerodynamics. Below right, the different types of seams used on the wings.





CHINESE BALLOON?

A round, balloon shaped wing, in the sky above Monaco.

This beautiful shape is the result of an accelerated frontal collapse, caused by the folding lines, as this prototype of the Phi Scala 2 is a 2-liner.

However, if Hannes Papesh is reluctant to adopt 2 lines in the EN C or even in the EN B hybrids, it is a different matter in the D class.

This wing has an aspect ratio of almost 7. The danger with this sort of figure is that sometimes the two wingtips can become entangled. In which case, it is best to try stalling to get out of it. Otherwise, it's reserve time...

Pilot: Mike K ung

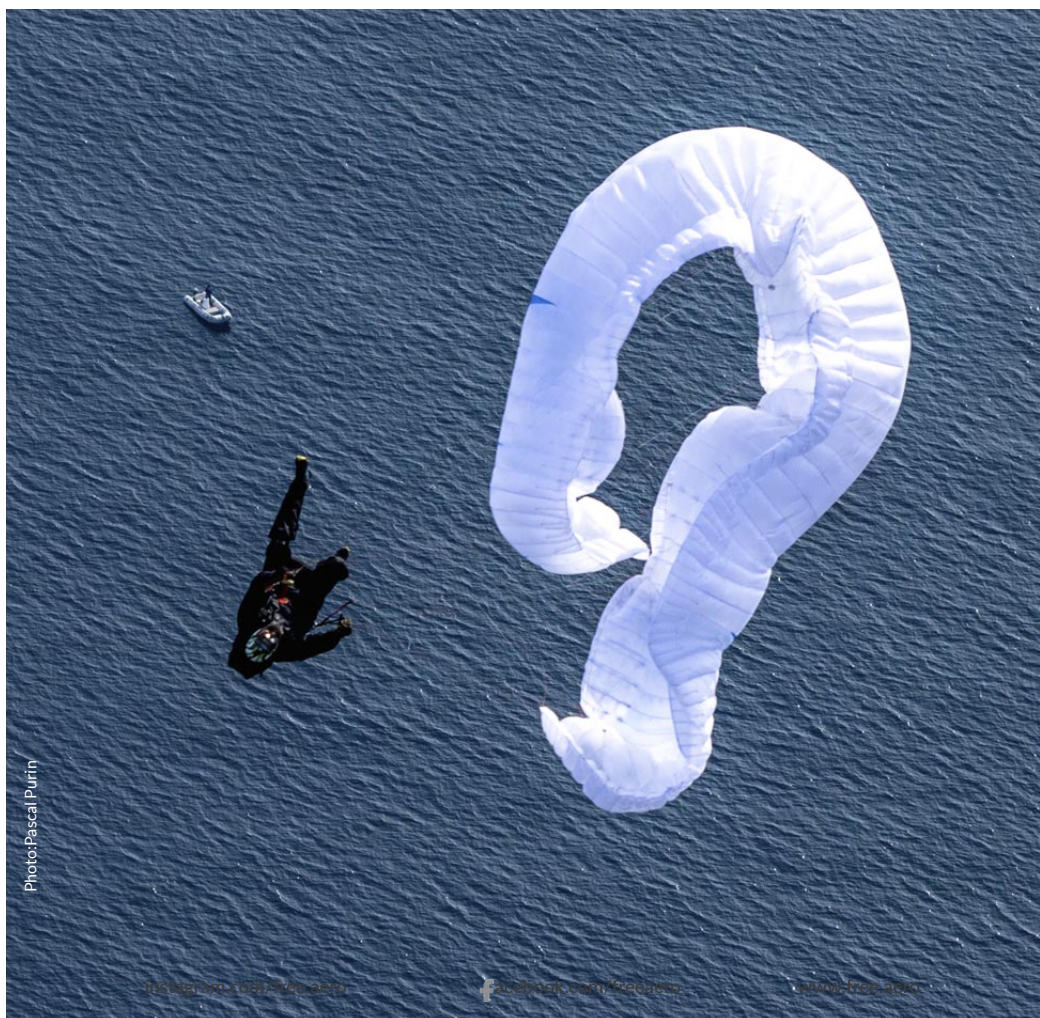


Photo: Pascal Purin



MOXIE

A RAPID PROGRESSION

For new pilots and students, the Moxie is ideal for progressing your flying with maximum **ease and safety**. The wing has been designed with the easiest launch we have ever experienced, highly **intuitive handling**, a generous yet precise brake range for fun and effective thermalling performance, and a **deep and forgiving flare**. It's our most confidence-inspiring wing yet, and is full of technological features such as winglets, engineered cell openings, double transversal leading edge shaping, and a very low drag line plan.

PWCA SUPER FINAL

The Paragliding World Cup Super Final was held in Valle de Bravo, Mexico in December. There were an impressive number of "submarines" in the air...

The winners of the Paragliding World Cup Super Final were: Honorin Hamard, Philipp Haag and Baptiste Lambert.

The ladies' winners were: Constance Mettetal, Keiko Hiraki, Elisabeth Egger, Violeta Jimenez.





Amongst these new, highly streamlined harnesses, this Kanibal Race 2 prototype from Kortel Design.
Photo: Erwan Didiriche

RESULTS

OPEN

Rank	ID	Name	Nation	Glider
1	0007	Honorin HAMARD	FRA	Enzo 3/Submarine
2	0295	Philipp HAAG	DEU	Enzo 3/Submarine
3	0120	Baptiste LAMBERT	FRA	Enzo 3/Submarine
4	0715	Maxime PINOT	FRA	Enzo 3/Submarine
5	0290	Ernesto HINESTROZA	DEU	Enzo 3/Submarine
6	0012	Juan OSPINA	GBR	Enzo 3/Submarine
7	0013	Pierre REMY	FRA	Icepeak X-One/Drifter 2
8	0841	Jonas HORACEK	CZE	Enzo 3/Submarine
9	0008	Joachim OBERHAUSER	ITA	Enzo 3/Submarine
10	0241	Michal GIERLACH	POL	Zeno 2/Submarine
11	0048	Denis SOVERINI	ITA	Enzo 3/Submarine
12	0723	Francisco Javier REINALAGOS	ESP	Icepeak X-One/Drifter 2
13	0218	Thibault VOGLET	BEL	Icepeak X-One/Exocoat
14	0010	Ferdinand VOGEL	DEU	Enzo 3/XR7
15	0212	Stephane DROUIN	FRA	Zeno 2/Submarine
16	0016	Torsten SIEGEL	DEU	Boomerang 12/Genie Race 4
17	0051	Constance METTETAL	FRA	Icepeak X-One/Drifter 2
18	0247	Soheil BARIKANI	IRN	Boomerang 12/Submarine
19	0038	Stefan BERNHARD	DEU	Enzo 3/Submarine
20	0671	Manuel QUINTANILLA	MEX	Boomerang 12/GR4
21	0026	Tim ROCHAS	FRA	Icepeak X-One/Drifter 2
22	0086	Andreas MALECKI	DEU	Enzo 3/Submarine
23	0974	Mathias IOUALALEN	REU	Enzo 3/Submarine
24	0001	Luc ARMANT	FRA	Enzo 3/Submarine
25	0039	Charles CAZAUX	FRA	Enzo 3/Submarine
26	0049	Dominik BREITINGER	CHE	Boomerang 12/GR4
27	0053	Rémi BOURDELLE	FRA	Boomerang 12/Kanibal Race 2
28	0009	Julien WIRTZ	FRA	Enzo 3/Submarine
29	0471	Alvarinho Blas LUCERO	ARG	Enzo 3/Genie Race 4
30	0777	Marc WENSAUER	DEU	Boomerang 12/Genie Race 4
31	0002	Aaron DUROGATI	ITA	Icepeak X-One/XR7
32	0017	Lois GOUTAGNY	FRA	Icepeak X-One/Drifter 2
33	0339	Herman PITOCOCCO	ARG	Enzo 3/Exocoat
34	0234	Nicola DI BERNARDO	FRA	Gambit/Kanibal Race 2
35	0032	Martin LONG	GBR	Enzo 3/Submarine

WOMEN

Rank	ID	Name	Nation	Glider
1	0051	Constance METTETAL	FRA	Icepeak X-One/Drifter 2
2	6111	Keiko HIRAKI	JPN	Enzo 3/XR7
3	0045	Yael MARGELISCH	CHE	Enzo 3/Submarine
4	0415	Violeta JIMENEZ	USA	Enzo 3/Submarine
5	0023	Seiko FUKUOKA NAVILLE	FRA	Enzo 3/Exocoat
6	0818	Galen KIRKPATRICK	USA	Enzo 3/Kanibal Race 2
7	0330	Elisabeth EGGER	AUT	Icepeak X-One/Drifter 2
8	0414	Johanna HAMNE	SWE	Enzo 3/Submarine
9	0202	Marcella UCHOA	BRA	Enzo 3/Exocoat
10	1771	Jinhee BAEK	KOR	Zeno 2/XR7
11	0891	Patricia LETONA	MEX	Zeno 2/Exocoat
12	0508	Hyunhee KIM	KOR	Icepeak X-One/XR7
13	0708	Klaudia BULGAKOW	POL	Enzo 3/Exocoat
14	0373	Junghun PARK	KOR	Boomerang 12/Genie Race 4



MAESTRO 2 light
High B



An observation that everyone agrees on, managing this type of harness on takeoff and also when landing, is not the simplest, as shown here with the Ozone submarine. But the results at the Super Final (see previous page) seem to validate the concept in terms of performance...
Photo: pwca.org





The fairing is extreme on the submarine, whose entire interior is under a slight barometric overpressure. The almost hermetic closure of the cocoon poses two new problems: the instruments are not very easily accessible, and the accuracy of the barometric measurements can suffer for small changes (instantaneous vario for systems integrating the values in complex algorithms together with gyrometer, accelerometer)

This is probably why Pal Takats has fixed a Stodeus UltraBip (Bluetooth connectivity) outside...

Photos: Ozone, Pal Takats
(<https://www.instagram.com/paltakats/>)





At Niviuk, a much larger harness: the Drifter 2, which is finally released, many years after the version 1...

A clearly visible trend here too: the pilot fits much more into the fairing. At Niviuk, this is also the case for the Arrow (below), for which Niviuk advises choosing a bigger size. The aerodynamics is appreciable.

Photos: Niviuk

Another surprise at Niviuk, just a few weeks after the discovery of the Drifter 2, and at the same time as the Hawk and the Arrow are finally available, we saw the first examples of the super light harness (under 1.5 kg according to rumors) Arrow P, which will be ready for the X-Alps 2023...



ROCK THE OUTDOOR increases your safety, refines you handling or improves your comfort in flight



rolls of PLA yarn (biodegradable plastic)



thanks to designers skilled in 3D printing



Of course, at PWCA, we also saw more classic harnesses like the Gin Genie Light 3, which we reviewed (article to come). Photo: Javier Galvez under Davinici Opera



LAST MINUTE. PWCA 2023 CASTELO BRAZIL

BRAZIL 18TH - 25TH MARCH 2023

Results (<https://live.pwca.org/scores/>)

Top 3 overall

- 1: Honorin HAMARD (Ozone Enzo 3/Submarine)
- 2: Baptiste LAMBERT (Ozone Enzo 3/Submarine)
- 3: Alexander SCHALBER (Ozone Enzo 3/Submarine)

Top 3 ladies overall

- 1: Meryl DELFERRIERE (Niviuk Icepeak X-One/Drifter 2)
- 2: Nanda WALLISER (Ozone Enzo 3/Submarine)
- 3: Violeta JIMENEZ (Ozone Enzo 3/Submarine)



Overalls L - R Antoine Dubois-Mercé, Federico Brown Manzone, Baptiste LAMBERT, Honorin HAMARD, Alexander SCHALBER, ERICO OLIVEIRA, Pal TAKATS



Ladies L - R: Marcella Uchoa, Nanda WALLISER, Meryl DELFERRIERE, Violeta JIMENEZ, Galen Kirkpatrick



PEAK 6

RAISE THE LEVEL

More performance with an amazingly pleasant and efficient turning. The Peak 6's maximum speed has been improved while staying easy to control. Our R+D Team has designed a new profile and refined a totally new internal load distribution to improve the surface and the in-flight gliding experience. All this, without losing the great comfort offered by this two-liner wing, as well as its safety, stability and accessibility. Experience your XC or competition flights like never before.

Sizes

21* / 22 / 24* / 26*

*Certification in process (30/11/22)

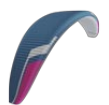
Colors



LIZARD



ZEESTER



ZURA



LITTLE CLOUD GRASSHOPPER MK 2

Little Cloud's designer and owner, Tom Bourdeau, in a GrassHopper MK 2. Below, the GrassHopper's reserve container: a well thought-out "ravioli" (shown here out of the cocoon). In flight, it is fitted as shown on the photo above.

At the end of 2022, the small French manufacturer, Little Cloud, released a new version of the Grasshopper, a very light and practical harness. We have it on test (there will be a detailed report in a future issue). The first thing to note is that this harness is extremely well thought out and practical.

Photo : Sascha Burkhardt


Moreover, the manufacturer Air Design clearly knew what they were doing when they developed their "Sock" in close collaboration with Tom Bourdeau, owner and developer of Little Cloud. Nicolas Cochet from Air Design recognised the potential of the principle already visible in version 1 of the Grasshopper, and was therefore in favour of the production of version 2 in exchange for Tom Bourdeau's know-how. The Air Design team also contributed details during the development. The Sock therefore comes with the same pilot seating system, both comfortable and effective. The Grasshopper 2, as far as originality is concerned, is visibly different due to a different reserve and attachment system.





THE EDITOR'S OPINION

We did some initial flights with the Little Cloud Grasshopper MK 2 and found it very practical to put on (the main carabiner has a two-point closure system). The very elastic fabric cocoon was easy to get into. It was efficient to control with the pilot's thighs pressing against the lateral surfaces of the seat.

We felt that the fastening and attachment system for the reserve was better than that on the Sock. We will publish a full test and detailed comparison very soon... 

Photos: Sascha Burkhardt



The Grasshopper also has a very simple, practical anti-forget fastening system: the reserve and fastener are integral.

A remarkable, unique system has been in place since the first Little Cloud GrassHopper: the pilot's thighs float above the seat and rest against the rigid surfaces connected via the main straps.

Below, the Sock by Air Design: an identical seating system, but with different attachments, a bit more detail and slightly heavier.



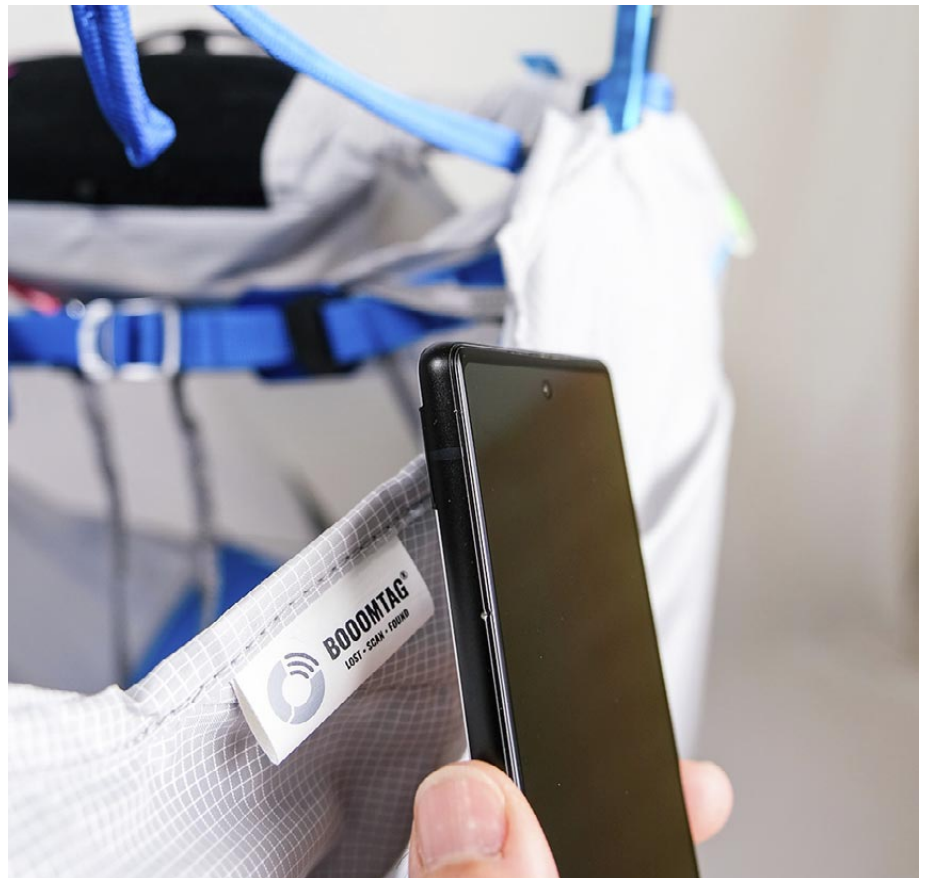


Photo : Jérôme Maupoint / Neo

NEO

The new StayUp 2 is finally in production; however, it is only being delivered in small batches at the moment.

The latest innovation: it's the first Neo harness to be equipped with a Boomtag NFC chip (<https://boomtag.com/>), allowing the pilot to learn more about the product, service news and, after registration, about its owner.



GROUNDHANDLE
VEST: MARTINI



CUSTOMIZED FLYWEAR FOR SOPHISTICATED PILOTS



**NO MORE
AIR DRAUGHT
AT THE NECK
WITH HOODY
OVER HELMET**

CREATE
YOUR OWN
FABRIC MIX

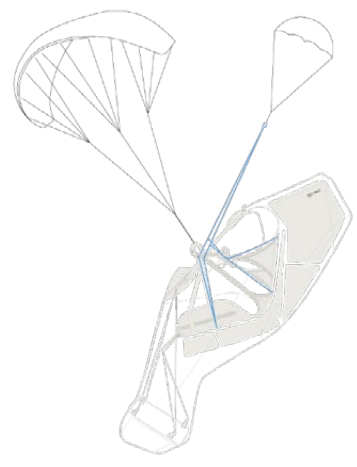


WINTER-
VERSION



STREET-
VERSION

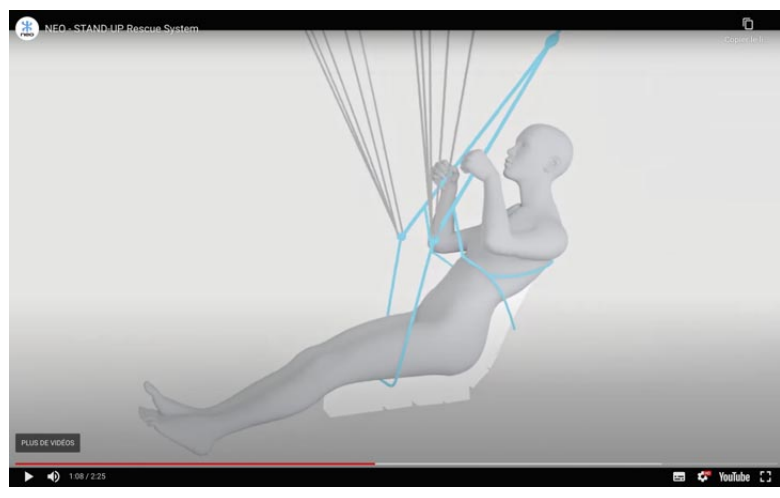
**XC-SLIP
DORNHÖSCHEN
EASY FOR URINAL CONDOMS**



STAND-UP
RESCUE SYSTEM

We saw the first examples of the Suspenders 2.

Also new and patented, is the Stand-Up Reserve system. This puts the pilot in the correct position in the event of a reserve throw, so that he does not end up on his back, even if the wing and the reserve continue to fly simultaneously.



SUPAIR



ALTIRANDO LITE 2

The new version of the reversible hike & fly harness is available in 4 sizes (S, M, L and XL). Price: 1150 euros.

The seat is a hybrid. Supair wanted to combine “the comfort of a board harness with the safety of a harness with leg straps.”

The pre-formed under seat airbag ensures passive safety right from take-off.



The roll-top fastening on the (evidently very large) rucksack means that the volume of the bag can always be adapted to the equipment. The rucksack is removable, so it can be disconnected from the harness if required.



Supair is also launching new versions of the Leaf 3 and Leaf Light 3. This was announced at the Stubbai-Cup. We will write more about them in the next issue.



swift six

The **Swift Six** delivers the highest glide and XC performance in its class. **900 grams lighter** than the Rush 6, it retains all of the class leading XC performance with even better handling and agility thanks to reduced sail inertia. The **Swift Six** shares performance development features with the Enzo and Zeno series wings, and **cutting edge lightweight construction techniques** derived from the Zeolite series of wings.

- Active Control Riser system (ACR) from Delta series
- Improved min sink and climb characteristics
- Incredibly stable in turbulence and active air
- Absolutely top of class glide performance
- Developed directly from Alpina series
- Hybrid 3/2 line layout



STUBAI-CUP 2023

Just as this issue was going to print, the first news and images of the Stubai Cup 2023 arrived on the editor's desk.

We have published some of the news items here. The full report by Stefan Ungemach will be in the next issue...

Take-off at the exit from the Elfer gondolas; the infrastructure was eminently suitable for this giant test event which saw about 350 pilots passing through every day.

The 1200m of ascent only takes 10 minutes.
More info on the site: <http://www.stubai.at/>

Photo: Pascal Boulgakoff



There were lots of visitors during the weekend.
Photo: Pascal Boulgakoff

AN EXCEPTIONAL EVENT

31ST EVENT: A GREAT SUCCESS.

The organizers, visitors and exhibitors alike were undeniably optimistic: everyone got off to a promising start at the beginning of this new season, after an, in general, surprisingly successful 2022 season.

The weather didn't cause any problems for flights, especially on Saturday and Sunday. Out of more than 1000 flights, only three incidents were reported: two tree landings resulting in a damaged wrist, and a UP demo wing which was attacked by an eagle whilst on an XC flight.

The organizers specifically warned all the pilots who registered about the inherent dangers associated with EN-C two liners. This type of wing was prolific amongst the new models that were available for testing.

There were numerous new items: many models advertised during the Coupe Icare or at Thermik Messe were available to fly. We have published a few examples here; the others will be in the next issue...

UltraBip
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UltraBip

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21 km/h
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+55 m

ORDER ONLINE AT STODEUS.COM



The Phi Symphonia 2 Light above the Stubai Valley. Photo: Pascal Pruin





Two Niviuk Kode Ps in "stabilo cleaning" mode
New: the two mini sizes, 12 and 14. Photo: Pascal Boulgakoff

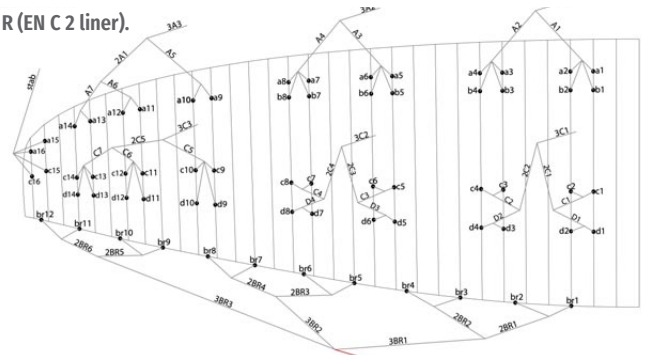
The Niviuk team was awarded "Best Exhibitor, 2023". An impressive award for this "foreign" manufacturer in the heart of the German-speaking paragliding world. Photo: Pascal Boulgakoff



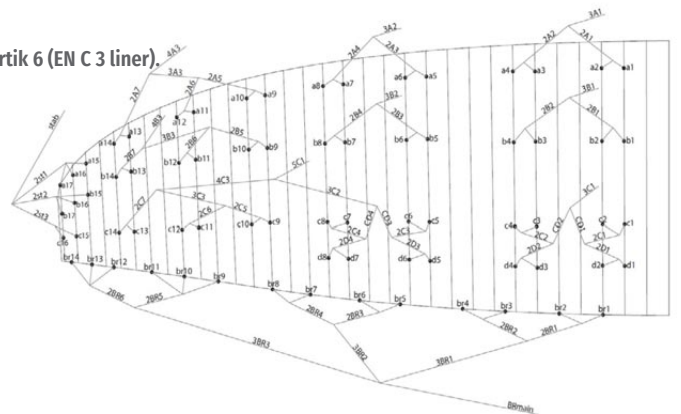


Also present at Stubai:
the Niviuk Peak 6 (EN D, in orange here) and
the Niviuk Artik R (EN C, in blue here).
The latter was obviously in great demand: it is the
EN C two liner from Niviuk, it has very little in
common with the Artik 6 (EN C 3 liner).
Photo: Pascal Boulgakoff

Artik R (EN C 2 liner).



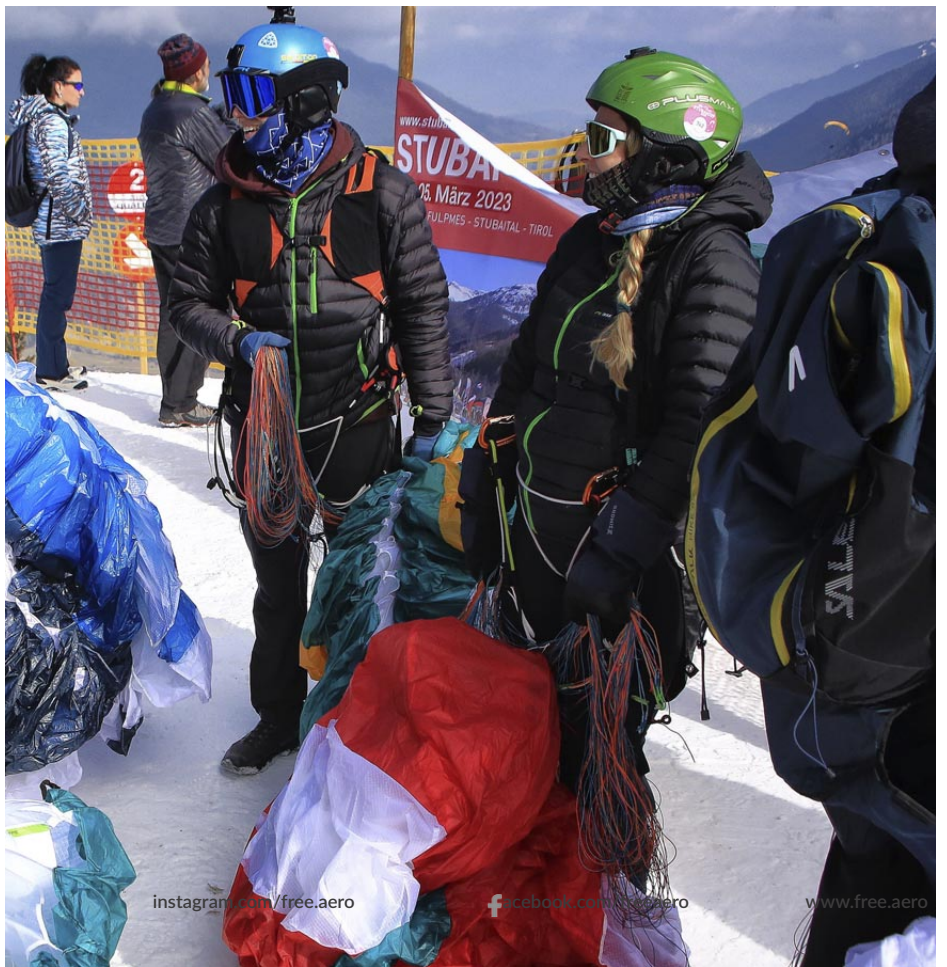
Artik 6 (EN C 3 liner).



The Stubai-Cup was also the first major show where Meryl Delferrière represented the brand Niviuk. She is number 1 in the FAI women's world ranking...



... followed by Constance Mettetal, also a Niviuk pilot.
Photos: Pascal Boulgakoff





Advertised at the Stubai-Cup, but not present:
the new R-Bus version 2 from Niviuk. 4 sizes from
31-40 m² covering an all-up weight range of 100-
600(!) kg.

This tandem paramotor wing is advertised as
being more stable than the previous version, and
with an extended speed range which allows it to
take-off and land at lower speeds.
Photo Niviuk



A surprise which we discovered at the Stubai Cup: test pilot “Mad Mike” Küng is now with ProFly - Gudrun Öchsl and Michael Nesler’s brand. The latter designed, for example, the RAST system for Swing, but now only deals with his own Profly models, including the famous Leeloo which we have already talked about.

A tandem and an ultra-light hike and fly wing are under development.



The Bonanza 3 from GIN is a two-line EN C... In addition, after the Boomerang 12, it is the second wing from GIN to be equipped with the famous WLE "wave" leading edge. (Wave Leading Edge, see our previous issue)
Photo: Adi Geisegger





The Evora from GIN: an easy EN B, with a new plan form for flatter and more balanced turns. The very progressive response through the brakes forgives any over-enthusiastic actions by the pilot.
Photo: Jérôme Maupoint



HAWK

MILE HUNTER

An accessible pod harness. The ideal pod harness for those pilots who want to start venturing into the world of cross-country. A stable, comfortable and light harness especially designed for everyday long flights.

Sizes

S / M / L / XL



 [niviukparagliders](https://www.instagram.com/niviukparagliders)

 [niviuk](https://www.facebook.com/niviuk)

[niviuk.com](https://www.niviuk.com)

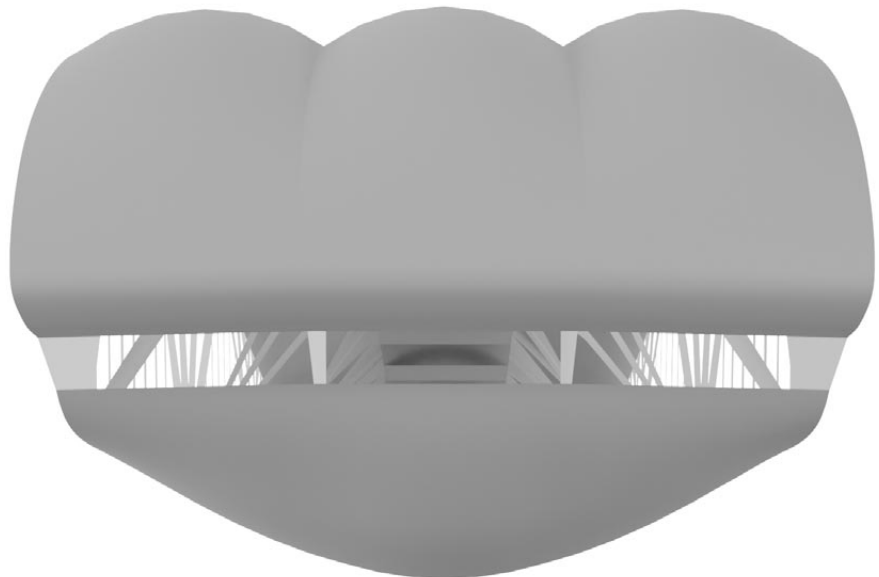


A very unusual concept from Dudek for Hike & Cruise. This wing, weighing only 2.58 kg in M, has 65 cells on the upper surface, but only 21 on the lower surface...

Dudek wanted to save material in the least aerodynamically important place and redistribute it to the upper surface which can contribute 75% to the performance of a profile. Inside, there are only diagonals, but no vertical cell walls...

Complicated to produce, this wing will not be cheap. It is aimed at hike & fly enthusiasts with cross-country ambitions...

EN B in size 22, EN A in size 25. Size 19 is under way.





Two EN C 2 liner Photons from Ozone above the Stubai Valley. (Photo: Adi Geisegger)

This represents an interesting change for Ozone: the EN C Photon as well as the EN A Moxie (photo on the right by Diego Schläppi) now have Winglets reminiscent of those that have been, since the beginning of time, the brand image of Advance.

On the Ozone wings they are a slightly more centred, and their purpose seems to be, above all, an increase in roll stability. This increases the lobe (the curvature) of the wing, amongst other things.

The lift from the winglets can also damp out a spiral and help the wing exit. This is particularly attractive for an EN A wing!

So, as always, it depends on the geometry of the wing that they have been put on. Hence this interesting leap forward in the current Ozone range: the Moxie, an EN A wing for beginners, is equipped with them just like the top-of-the-range EN C, but the wings in between these two classifications, will, a priori, not have them for the moment.





The Ozone Photon is going to be so efficient, according to its manufacturer, that it is not designed to replace the EN C Delta, but the EN D Mantra...

Compared to a Mantra 7, the Photon should offer more top speed and more glide at the same speed.

Photo: Matias Nombarasco / Ozone



A beautiful shot well composed by Veso Ovcharov: Antoine Girard under his Ozone Zeolite MS wing, during the winter holidays...



Swing now also have a 2-line EN C in their range, the Libra. It is also equipped with the RAST system typical of Swing, but this cell wall (separating the wing into a front part and a rear part) has been moved forward compared to its position in the brand's other models. This construction has made it possible to increase the aspect ratio to 6.9.
Photo: Swing



At Skywalk, the Mint is their EN C 2 liner. 68 cells, three sizes already certified (95/105/115, 4.6-5.1kg)
Photo Adi Geisegger





The Skyman Shark is finally available and above all, EN B approved. It is no doubt pretty complex given the very airy suspension system in the lower part, and there are only two risers. Three sizes have already been certified. The Shark is a Single-Skin equipped with a Shark-Nose in the leading edge section of the wing. This wing weighs only 2.1kg in size 20. It is also characterized by an unusually efficient flare for a single skin.





At Skyman, the very light cocoon harness, seen at Thermikmesse, finally has a name: U96, as a reference to the submarine of the same name, made famous by the film "Das Boot".
2 sizes with 2 lengths of cocoons (M/L, combinations possible)

On the right, the U96 flown with a prototype from Independence (which belongs to Fly-Market, just like Skyman).

Photos: Markus Gründhammer





The Stubai Valley is Markus Gründhammer's playground, both as a pilot, and also as a photographer...

Photos: Markus Gründhammer





U-Turn launched the Eternity 4: a lightweight version of the EN A Emotion 4. (Photo: Bernd Höller)

On the right, the Lightning 2, a middle of the range EN B, fairly light (3.6kg M (80-97kg)), 61 cells.

Stefan Ungemach's first impressions: very easy take-off, significant in-flight stability and impressive gain in speed via the accelerator.



PHI-AIR.COM



MAESTRO 2 light

High B



The Merlin, from the young Czech brand Drift, is a two-line EN C - its behaviour has been described as "gentle".

The certification tests seem to confirm this. The "C" classification comes mostly from the folding lines:
<https://para-test.com/reports/item/5176-drift-paragliders-merlin-s>

The decorative design of the upper surface is very unusual...
Photo: Drift

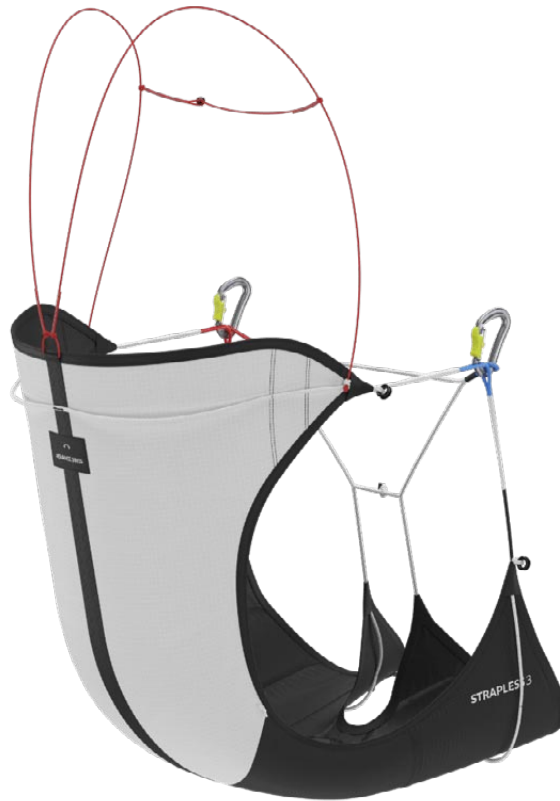
ADVANCE

The new version of the "String" harness, the Strapless 3 from Advance comes in one size for pilots who are 155-190 cm tall. It weighs only 225g.

Amongst other things, Advance wanted the pilot to remain comfortably upright, even if a backpack pulls them backwards.

A speed bar is now fitted as standard.

Photo: Stefan Ungemach.



Two Advance wings doing acro above the Stubai Cup
in early March 2023
Photo: Markus Gründhammer



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

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Down Jackets

Fill Power 700 cuin

- Flight Muffles

BECOME
A DEALER

APPLE WATCH: HEALTH, SPORTS, VARIOMETER

Initially, the Apple Watch was seen more as a city watch - its shape and, for the first models, the lack of water resistance, contributed to this.

Apple has now reached more than 35% of the smartwatch market, offering models waterproof up to 50m for most of the new models, and even 100m for the Apple Watch Ultra, which is clearly designed as a very tough watch for sports and outdoor use.

Physiological sensors such as blood oxygen saturation (from model 6 onwards), as well as the very precise heart rate measurement ensure that it is destined to become a mountain sports watch too.

Tests also show that it is amongst the most accurate for heart rate. This function is even approved by the American health authority, FDA, for the detection of arrhythmia (atrial fibrillation). The precise detection of the rhythm also makes it possible to calculate the heart rate variability HRV, an interesting value to know for determining stress levels.¹

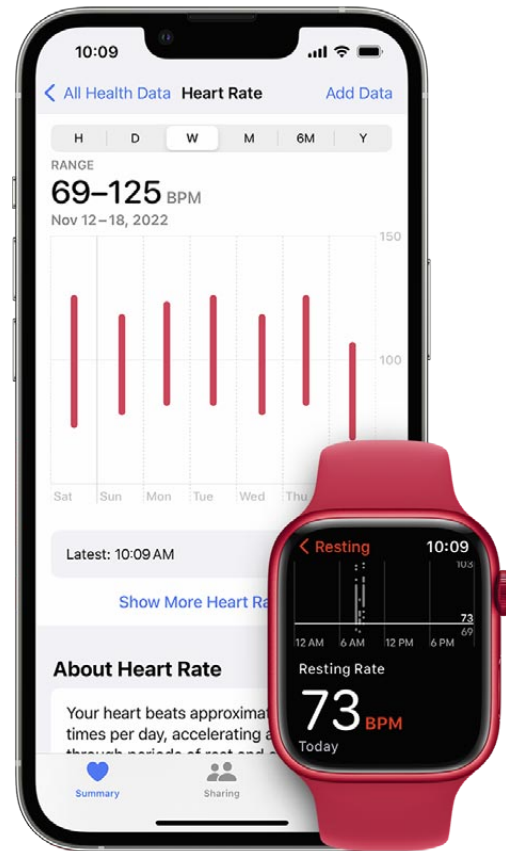
Other sensors such as the accelerometer and gyroscope can detect the person wearing it falling. It can then automatically contact the emergency services when a dramatic fall without any movement afterwards is detected. Numerous tests by serious bloggers have found that the watch can tell the difference between an insignificant lose of height and a serious fall, although ski resorts, particularly in the US, have been complaining this winter about an increase in "false" alarms caused by Apple Watches or iPhone 14s which have a similar function.

On the other hand, a very hard landing, where the pilot got up immediately, did not trigger this function during our tests.

¹Tip, for a more typical calculation of this value: in the iPhone Health app, activate the detection of the atrial fibrillation, even if this doesn't directly apply to you.



Above: the Apple Watch Ultra, the first (extreme) sports-oriented Apple Watch. Regardless of the model of Apple Watch, to access the statistics on many databases, you need to have an iPhone.



Highly sophisticated sensors such as the precise barometer, accelerometer and gyroscope, especially since the Watch 6 and iPhone 12, make it possible to use it as a very precise variometer, with very sophisticated algorithms.

We started testing the Vario One app and found it to be impressively responsive, and it certainly won't be outdone by the legendary responsiveness of the XCTracer instruments, the undisputed pioneer and leader in intelligent algorithms. Of course, the modulization of the sound does not have the same richness as that of "real varios", especially as the latter often allow for customisation of the sounds. Nevertheless, we used the app on the Watch several times as our only instrument: in addition to the climb rate, it displays information like air speed and wind speed.

Comparisons of the latter value with "bigger" varios, will have to wait for the next thermals, so that we can report in full. In all cases, to obtain a display that's usable, the watch screen must be set to "always on". This is standard from model 6 onwards, but often disabled by autonomy-conscious pilots. This is the great drawback of all models of the Apple Watch: a battery life of between 18 and 36 hours depending on the model and the settings.

Very practical in flight: the Apple Watch allows you to make phone calls by talking directly into the watch paired with the iPhone, which can remain in your pocket. You can even use a voice command (for example, 'Hey Siri, call Michael!'). It is therefore very convenient to make a phone call in the middle of a flight, you just have to put your mouth near your wrist, whilst your hand remains attached to the brake. You can hear the other person sufficiently well, and vice versa.

In this context, it is important to know that all Apple Watch models are also available with integrated "cellular" functionality (€619 instead of €499 for the Apple Watch 8). This is useful, for example, when the iPhone has run out of battery: the Watch acts as a phone, even if the latter is switched off or has been left at home.

But unfortunately, there is no roaming in other networks or other countries with just the Apple Watch. Also, it isn't possible to use an alternative operator to that of the iPhone's SIM card which is necessary at least for the implementation of the "cellular" functionality.



The Vario One app for the Watch and iPhone uses highly accurate sensors (from Apple Watch 6 or iPhone 12) to calculate the climb and descent rates. On the Watch, it also displays the wind speed and direction (and the speed of the paraglider). The iPhone also displays the glide ratio. One year subscription: 19.99 € (free three day trial). Given the still limited functionality, this may seem rather expensive, but the developers promise new features such as tracklog recording soon. (Initially GPX, then IGC <https://vario-one.com/>)



It's a bit of a shame, because if you could take out a subscription with any operator for the Watch, it would be an additional safety element (multiplication of available networks in the mountains).

Given all the restrictions, it does not seem very important at the moment to choose a "cellular" model of your future Watch. A model without the "mobile phone" will work very well coupled with a phone.

Coming back to flying, an Apple Watch can therefore be a very good "back-up" instrument, which the pilot always has on his wrist. Moreover, the sound of the vario on the app "Vario One", emitted by the wristwatch, was quite loud, very audible and useful during our flights. The only problem that remains is the display: the screen is clearly visible even in sunlight, but as the watch is worn tightly around the wrist, it often disappears under the pilot's jacket sleeve. As far as the sound is concerned, there is another very practical solution: bluetooth headphones, directly paired with the watch rather than the phone. In this case, you get the "beep" of the vario in your ear, and, to top it all off, you can listen to music at the same time (this mix only worked with Spotify and Apple Music on the Apple Watch during our tests, but not with the YouTube Music app).

It was also possible to make a call using the headphones via the Apple Watch, and then return to the vario function and listen to music at the same time. With Spotify it was sometimes difficult to get the music to play again via the headphones after an interruption.

For sporty geeks in human physiology, regular observation of values such as oxygen saturation (and its variation at high altitude!) is very interesting. This is particularly relevant as Apple has been able, thanks to its large market share and the abundant feedback from the values in the Health app, to refine very precise algorithms that are partly recognised by the medical world.

The Apple Watch has become a very good sports watch, with better performance than most of its competitors, but it is expensive, and you need an Apple iPhone to set it up...

Tip: a second-hand Apple Watch 6 in perfect condition already does the trick, with a 1-year warranty for less than €300, for example on Amazon.

The various apps make this wrist computer very versatile. But don't forget to charge your Watch every day... 🧑🏻‍🔧



The blogger "The Quantified Scientist" regularly tests the accuracy of different Apple Watch models. In its seemingly fairly rigorous tests, the Apple Watch often ranks well ahead of other smartwatches. Here are the results, published in February 2023, of its tests (heart rate accuracy) over several months on the Apple Watch 8.

The Apple Watch offers all the functions of a fitness watch and more.



Restful sleep? Since watch OS 9 (September 2022), the Apple Watch has been recording and displaying all phases of sleep with breath-taking accuracy, very close to what can be obtained by measuring brain waves.

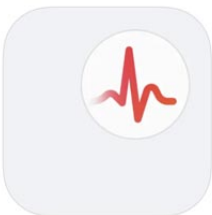


Fall detection is particularly useful for outdoor sports. Provided that you have a network...





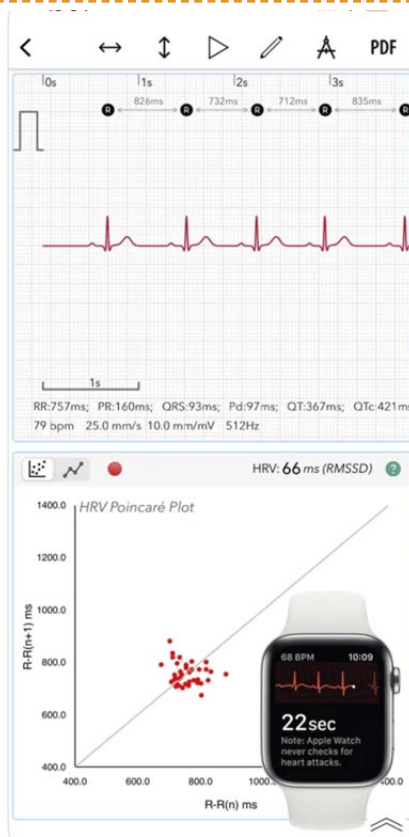
Just before this issue went to press we discovered the eVario app for Watch, which has a lot of features, including tracklog recording. We will be testing it in the coming weeks. Price: 6.99 €
https://evario.variosoft.eu/#tech_spec1



<https://apps.apple.com/en/app/ecg-analyzer-for-hrv/id1567047859>

The ECG HRV app allows for very detailed analysis of ECG values (from the Apple Watch 4 onwards) and calculates heart rate variability (a stress indicator) as well as complex values like the QT interval.

A simple ECG curve is provided for free by the standard Apple apps. Moreover, the precision of the ECG is comparable to that on a medical instrument (1 lead). However, it is only an indication, thus insufficient for a full diagnosis, but it is sometimes useful, if there is a problem, to give the doctor an initial indication by emailing the ECG in PDF format.



The Apple Watch is also a very good instrument for other mountain sports. Here, "Slope", an app for iPhone and Watch, whose recordings integrate perfectly with the "Activity" app, automatically records slopes but not ski-lifts. It is especially interesting when connected to the iPhone, where it displays the tracklogs on maps of the slopes of the resorts visited. (€29.99 per year)
<https://getslopes.com/>



INTERVIEW: CHRIGEL MAURER

Will Chrigel Maurer win the 2023 Red Bull X-Alps, for the 8th time since 2009? A few months before the start of the race, Yvonne Dathe, a mental coach specializing in paragliding, conducted an interview with this extraordinary pilot. We learn a lot about the champion's state of mind...



Chrigel Maurer in the middle, his seventh victory in 2021.

Left: Patrick von Känel, right Simon Oberrauner
Photo Christian Lorenz/Red Bull Content Pool



Christian Maurer during the 2019 Red Bull X-Alps. Photo: Harald Tauderer // Zoom Productions / Red Bull Content Pool

YD (Yvonne Dathe): You started paragliding thanks to your father.

CM (Chrigel Maurer): It was in 1986, when paragliding first took off in Switzerland, having arrived via the USA and France. Many mountaineers, including my father, tried it. I was 4 years old at the time, it was very exciting to follow it all, in the same way that I have always been inspired by birds and the feeling of freedom they evoke when flying.

YD: On your X-Alps profile, you explain that it is important for you to understand, to assimilate, to repeat and to accomplish the flight with your head, heart and hands. This sounds like a kind of state of flux to me, what exactly do you mean by that?

CM: I feel that when I'm taking part in a competition or hike & fly in general, I can concentrate entirely on what I prefer doing and put everything else to one side. It means that I can concentrate all my resources and thoughts on what I am doing. I think it's a gift. I have never needed to actively practice it, to be able to be completely in the present moment and to just enjoy it.

It may also be what allows me to do more, because there is nothing that bothers or distracts me during times like that. Ultimately, in this kind of flow state, I can instinctively make better decisions in difficult situations, like during the X-Alps or in bad weather, without having to think too much about it, and I can rely on my intuition.

YD: So, you don't need to focus specifically?

CM: I already have a few pointers, such as my team who give me ideas, weather forecasts and a given route that I like to roughly respect, but within this framework, I can still, broadly speaking, do my own thing and make intuitive decisions.

The important thing is to have confidence in your decisions, to know that it will work, and to even just be happy to see if something works or not in the end.

YD: You have decided to keep up to date with your goals to motivate you in the run up to the X-Alps. What do you mean by that?

CM: I think that it is very important. For example, if you haven't cycled for a year and you try doing it again, you will still be able to do it, as if by reflex. Paragliding is the same.

You don't 'unlearn' how to fly, but you already lose the sensation of feeling what you want, if you can't fly a lot out of season, as there aren't enough thermals. In the springtime, I therefore have to regain the basic instincts that I need with objectives or small training challenges, in order to be ready for bigger objectives such as the X-Alps.

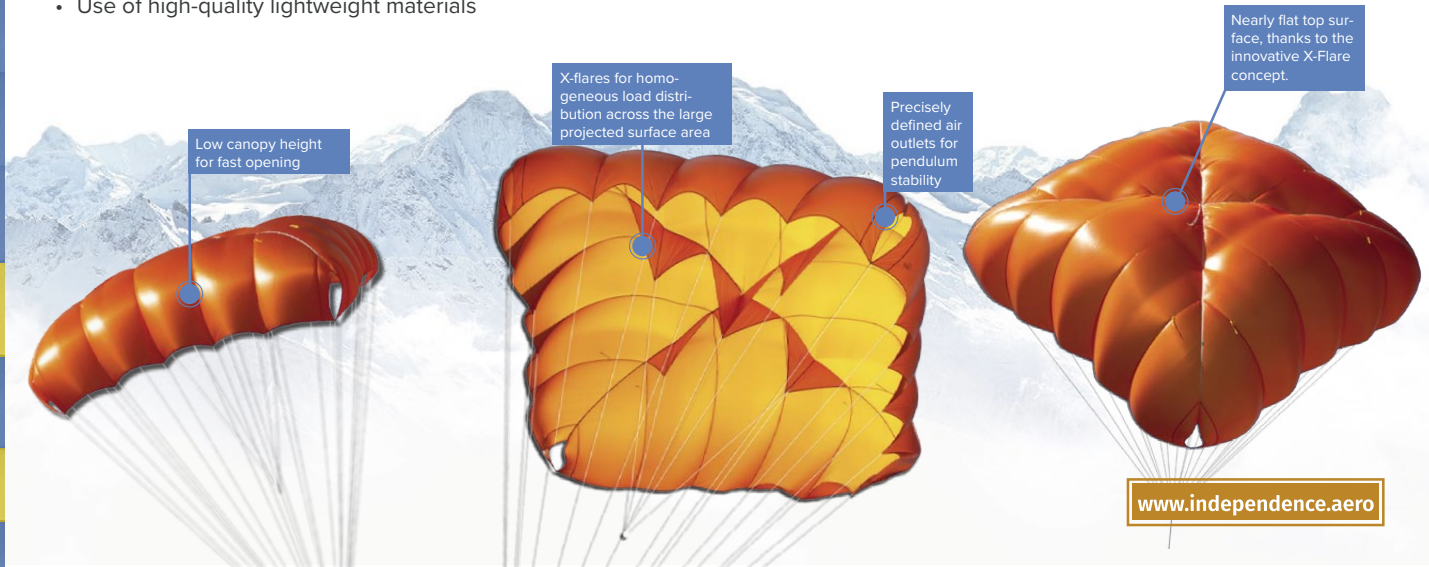
YD: Do you prefer to go south in winter to enjoy the best conditions, or stay in Switzerland?

CM: I stay here. And this is because I think that the timing is decisive. To prepare yourself for flying, I think you should not do it too early, but instead start two months before the upcoming competition, preparing and motivating yourself in the best way possible with lots of training.

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 Serie	100	25	1,45	1,18
NG 120 Serie	120	29	1,6	1,3
NG 140 Serie	140	33	1,85	1,49



INDEPENDENCE STANDS FOR INNOVATIVE, HIGH-QUALITY RESCUE SYSTEMS.

Since the launch of our **first cross rescue system, the Evo Cross** and the **unbeatable lightweight Ultra Cross**, we have developed an optimised cross design with our **Next Generation (NG) series rescue systems:**

	Sink rate at max load NG	Sink rate at max load NG light	Price NG	Price NG light
NG 100 Serie	5,28 m/s	5,1 m/s	850 €	990 €
NG 120 Serie	5,14 m/s	5,16 m/s	890 €	1.040 €
NG 140 Serie	5,37 m/s	5,45 m/s	960 €	1.090 €

- **Very well-balanced load distribution**
The **brand-new X-Flare concept** of the NG series is based on precisely calculated triangular flares. The X-flares ensure an even load distribution and, combined with individually graduated line lengths, give a **very low canopy height and very little curvature** on the top surface.
- **Quick opening**
As a positive side effect, the canopy volume is significantly smaller and the peripheral hem, which plays an important part in its opening behaviour, is shorter. This reduces the **filling time** and thus the opening time.

- **Excellent sink rate**
The projected area has been increased to a maximum. This improves the efficiency and reduces the sink rate. The result is an excellent sink rate of **just over 5 m/s, at maximum payload**, for all sizes of the NG series. This corresponds to a **jump from a height of about 1.30 m.**
- **Extreme pendulum stability**
Defined outlet openings at all four corners, as well as individually graduated line lengths, ensure extremely low oscillation.

- **High opening reliability**
This is achieved by the different line lengths. Each size offers plenty of surface for reliable opening, even when packed.
- **Low weight at a decisive point**
Due to the low canopy height and the X-flares, which take up a disproportionate amount of the load, it was possible to make the peripheral hem without any reinforcements. This ensures a low mass, which also contributes to fast opening at low speeds.

Fly-market Flugsport-Zubehör GmbH & Co. KG
Am Schönebach 3
D-87637 Eisenberg
Tel: +49 8364 / 98330
info@independence.aero



Chrigel Maurer at the 2021 Red Bull X-Alps in Zell am See, Austria on June 28th, 2021.
 Photo: Sebastian Marko/Red Bull Content Pool

YD: A day of physical training for you includes 800 vertical meters, 10 kilometres and lasts 2 hours. How many days like this do you do per week?

CM: Currently about four, although I now spend more time at the gym to develop my muscles, then add to that a bit of ski touring. I think that during the most efficient period, from February to May, that should be the minimum amount of training and preparation days. I have done 10 hours and 4000 meters of elevation in a single training day. I am aware that taking a longer rest is sometimes important for the body, but most of the time I just want to do more. I am over-motivated as long as my body follows suit.

YD: So how do you go about ensuring sufficient physical and mental regeneration? Is this something that you have trouble doing?

CM: Yes, it is very difficult for me. I know that I could do a lot more in terms of physical recuperation, for example, by having a massage, going to the sauna or swimming, but I always feel as if it's a waste of time, because when I am doing that, I don't have a target and just remain lying down.

When I'm outside, whether walking with friends or flying, I feel that it makes a lot more sense to me, and that's what I enjoy.

YD: What role does mental preparation play for you?

CM: A very big role, even if I don't do mental training in the classical sense of the word. As soon as I discuss a route with my team, I constantly go over it in my head and imagine how I will approach it, what the ideal weather will be and how I will have the wind in my wing. My daily and nightly mental preparation therefore consists of constantly "dreaming" about these things.

YD: That sounds like visualization.

CM: Yes, you could say that I visualise things very clearly.

YD: You seem unbeatable in hike & fly competitions, not to mention the X-Alps, which so far, you have always won. This year, you also won the X-Pyr, the Dolomiti Superfly and the Swiss Hike & Fly Championships. How do you continue to motivate yourself after all these successes?

CM: It's the fascination for the experience in itself. Competitions create a framework which gives me a lot and, even if the task is very clear, it still leaves a lot of room for you to choose how to do it yourself. Even if the task is always the same, no two competitions are identical, because the exact conditions vary from one race to another, so this life-size "chess game" continues to fascinate me just as much. In addition, you create a common experience with your team, which you can then enjoy and philosophize over together, which gives added value than if you were alone.

YD: Do you and your supporter Thomas still want to improve your performance? Is there still potential for improvement?

CM: We both have a very precise idea of what is perfect, and we always try to extract the best part of it. For us, it is essential to reduce avoidable and unnecessary errors. Some weather forecasts, for example, can always be wrong and unpredictable.

YD: What do you pay attention to in your diet and how does it look during a competition?



Christian Maurer flies towards turn point 5, Lermoos (Tyrol), Red Bull X-Alps 2021.
Photo: Sebastian Marko / Red Bull Content Pool

CM: In hike & fly, we generally move relatively slowly, which means that one's stomach is not overloaded, so it can digest everything. On the other hand, during ski tours or mountain races, I am careful not to consume too much fibre. The most important thing is that I cover my calorific needs on a competition day, that I do not fall into a deficit and that I have the necessary energy and do not slow down cognitively. My team always feed me very well, which can also be supplemented from time to time with liquid carbohydrates, proteins or vitamin tablets.

YD: Even for an experienced pilot like you, are there still situations in flight that arouse respect or fear, and if so, how do you handle them?

CM: Yes, a good example was during the X-Pyr. During the X-Pyr, it was very windy. I walked all day. I didn't fly at all because it was right at my limit. The others also walked, but they were still able to fly. Maxime Pinot was able to catch up because he also flew. I then said to myself, 'oh shit, you should have flown too'. That's the reaction, but at the time, it just wasn't right for me. The wind was too strong and there were

too many gusts. So, I can accept it and that allows me to stay "current".

There was another example during the Dolomiti Superfly, when we flew into the Pustertal valley, near Sterzing, with the northerly Foehn blowing. Aaron landed because he thought it was too windy. Together with Simon Oberrauner and Thomas Friedrich, we flew and gained altitude, which allowed us to be above the wind. But the conditions were borderline. I remember that on full bar, I barely moved forward. Simon ended up in the lee. At times like that, I have a lot of respect, because I know that I am on very thin ice. I have to be very careful about what I do, otherwise it could be fatal.

You know that 'landing' is not a solution either. If you're in the middle of the ice and it breaks around you, you can't get back to the shore either. So, you have to finish the flight. The solution that day was to stay calm, get high, and keep flying. But when we landed, we all agreed that the situation was borderline. We see, "Ah, the other person is still flying, so I must keep flying too". Suddenly, the situation becomes too extreme and exceeds the limit. Early recognition and taking action so that one is safe on the ground is an additional step or

hurdle. This is actually the biggest challenge, knowing to say no from time to time. This is what worries us the most in the future, during the X-Alps, if fatigue is added to it.

YD: You stayed on the ground whilst Maxime continued flying. Have you established criteria that help you make good decisions here?

CM: It's super difficult. I made myself a "Chrigel Maurer reminder list". I note the essential points on my gloves. A key point is how I feel and how I feel *now*. Do I want to or not? We can no longer think well when we are stressed, we do not receive good information, because everything happens very quickly. When I read on my glove "Do I want to or not?", I listen to my inner self. If the answer is 'yes', I continue. But if I have doubts, then I don't do it and accept that. YD: Accepting that you have landed is difficult for many pilots.

CM: So that's the next step, not getting mad with myself, but inwardly saying: 'I did what I felt was right, I made the decision, I have to accept it and I can't change it.' I'd rather make a mistake where nothing hap-



Chrigel Maurer, Red Bull X-Alps 2021, Grubigstein to Lermoos, Photo: Vitek Ludvik/Red Bull Content Pool

pened, than make a mistake where something happened.

YD: Are there things that you have learnt through air sports that you have been able to transfer usefully to other areas of your life?

CM: I think a flight is a good example of what it takes to start something and to finish it, because you have to automatically, and necessarily, land at some point. You don't have an engine. And in life, when I wonder what I'm doing and what I'm not doing, I'm already wondering how I'm going to do it, and what's plan B? What happens when it's over? "Hanging on" and "staying focused" until you land is a good principle in life.

But also, in general, to enjoy the present moment and make the most of it, even if I think that "it is not necessary now". Flying, for me, is a counterweight and a daily recreation.

YD: What has been your greatest achievement?

CM: I have been able to turn my hobby - flying - into a profession where I can earn

enough money for my family, and this has been the case for a few years now. On the other hand, I always push myself, always to the limit, but always with enough in reserve. I have only broken my leg once in 25 years.

And on that occasion, I wasn't even taking any risks, it was simply during a tandem flight with a stupid landing. I am just able to do something very extreme and that's OK, I'm proud of that at the moment.

YD: Would you continue to compete even if your success diminished?

CM: It's very difficult to say, because I started competing to improve.

YD: What do the pilots who follow your Hike & Fly Academy take away from it about you?

CM: A fundamental idea of the X-Alps Academy is to stop making the same mistakes that I made when I was young. Ultimately, it's about taking part in sports together in a small, select and motivated group and learning from each other. I launched the idea and nurtured it with workouts throughout the year. But the idea is that the athletes learn from each other.

YD: Are there also times or areas where, despite all your experience, you still seek advice or support yourself?

CM: There are always topics to discuss. Discussion is always great. Hearing about things, even if you already know them, gives us new perspectives. In the field of technology, navigation or new applications, I am not always a specialist. As far as shoes are concerned, carbon soles have made it possible to take a huge step forward during marathons.

The question has also been asked about whether this type of shoes gives an advantage in the field of hike & fly. I have also discussed this with specialists, but in the end, I have to make my own individual decisions.

YD: Are you involved in the development of the new hike & fly model?

CM: I fly with the Advance guys from time to time and I can also participate in the discussions, but in the end, they build the new Omega and I just hope that it will be good. In general, it is a question of finding a compromise between the use of a little more



Chrigel Maurer, Red Bull X-Alps 2021, with fans,
Photo: Vitek Ludvik/Red Bull Content Pool

material to obtain more performance and the overall reduction in the weight of the wing. However, the market shows that development is becoming more and more advanced. The wings show what is currently possible.

YD: What was the biggest 'inner chasm' you had to pull yourself out of in your career, and how did you overcome it?

CM: What made me think was the period when I broke my foot, when I started to have doubts. Does that make sense?

After the first X-Alps, there was a mental void. But having a family gives you a good structure, as do all the various meetings. It was certainly a mistake to not plan anything after the first X-Alps. Now I have meetings organised for straight after the competition. After the accident, I weighed up the situation. I ask myself: "What have I lost now, what does flying give me, what is great about this sport?" I have to say that the pros definitely outweighed the cons. I keep reminding myself of these advantages to get out of this hole.

It's true that we already tend to rather just see problems, and it helps enormously to have someone who can just ask the right question.

With Thomas Theurillat, I have a great partner. Moreover, he studied the subject for five years. It helps to know that there is someone who can ask the right question.

YD: Do you have any advice for a beginner whose dream is to participate in the X-Alps one day?

CM: That's a good question about preparing for succession. Looking back over my career, first of all it was very important to familiarize myself with a wing back at the beginning, without actually being able to fly because I was too young.

Training at ground handling is what determines, during the X-Alps, if you feel comfortable with taking off and landing in a confined space. It may seem a bit far off, but it helps immensely.



Christian Maurer at the finish in Zell am See, Austria, X-Alps 2021. On the left, his coach, Thomas Theurillat. Photo: Christian Lorenz/Red Bull Content Pool

The number of hours that you have flown are, of course, important, but so too is 'flying efficiently'. When competing (for example in the Swiss Cup or the World Cup), you learn to fly quickly and efficiently. This is also important for solo flying. Of course, physical fitness and team building are also part of it. The most important thing is to want to fly a lot, then to find someone you can trust and with whom you can discuss and reflect together after the event. I also always had (consciously or otherwise) pilots around me with whom I exchanged ideas. It is simply important to have good people around us, who give us a framework.

YD: A few words to conclude?

CM: I find it simply amazing to see how the fascination for hike and fly has evolved. 25 years ago, it was paragliding competition flying. And then it was acro, where you do manoeuvres that I no longer understand. Now there are these hike & fly competitions. It provides so many things for so many people, and it's all under the same "paragliding" umbrella. I would like to help support this. There are so many variations and facets that allow pilots to evolve... 🪂



World of XC paragliding



X-ALPS 2023



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RED BULL X-ALPS 2023: THE ROUTE
 The route of Red Bull X-Alps 2023 has been revealed – and it’s full of challenges, featuring a new start, a via ferrata climb and a crossing of the Aletsch glacier. For the first time since 2007 the race starts in a different location. It begins in the Austrian town of Kitzbühel - Kirchberg, famous for its downhill ski race, the Hahnenkamm. The 34 athletes start from the town center before running 900m to the top. Here, they’ll attempt to spread their wings and launch themselves into the air and across the Alps. If the weather is bad, they continue on foot.
 The route at a glance:

- 1,223 km long
- First ever start in Kitzbühel - Kirchberg
- It features a via ferrata climb in the Sexten Dolomites
- Passes five countries: Austria, Germany, Switzerland, France and Italy
- There are 15 mandatory Turnpoints
- Anti-clockwise loop course

Kitzbühel
 (Photo: Sebastian Marko/Red Bull)



QATAR

Pawel Kozarzewski, or 'Lojak', took this photo at the end of 2022 in Qatar. He is a Polish paramotor instructor. Since 2019, he has also been the Qatar National Paramotor Team coach (see photo). He also works for Dudek.

On Facebook:

<https://www.facebook.com/lojakpl>



TECHNOLOGY FOR ALL PILOTS



CROSSOVER
by ADVENTURE

Airshow Lighting System for Paramotors by AirLight

À regarder ... Partager

PLUS DE VIDÉOS **AIRLIGHT**

0:52 / 1:16

YouTube

Another of Lojak's jobs: he works with fireworks and light shows on paramotors, for night shows...

Poignées de gaz ergonomiques
Ergonomic gas throttles

cameleon
V2 et V3

exo

www.myexo.fr

FLIGHT LEVEL ZERO



First, on the bridge...

... then beside it...

The German Felix Huber is 25 years old and has been flying paragliders since 2019, mainly cross country and acro. Since 2020, he has also been a paramotor pilot for the Apco team with his F1 ("The Fast One", <https://www.apcoaviation.com/f1/>).

The plan that day, on holiday in a foreign country: fly from the mountains to the sea for a swim, and back again. A total of 172 km, with 17 litres of petrol. The pilot spent a large part of the journey at very low altitude in a riverbed.

This allowed him to do to many stunts which would not have been possible in a lot of other countries.

And this shows one of the most fascinating aspects of paramotoring, especially with small wings: their ability to fly fast and low, with amazing manoeuvrability.

The full sequence on video:
<https://www.instagram.com/reel/CkWqzzJj64E/?igshid=YmMyMTA2M2Y%3D>





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... and finally underneath.

For this type of flight, a lifejacket is normally highly recommended, such as <https://www.paramotors-shop.com/agama-flystyle-water-rescue-system-without-cartridge-2>





A more terrestrial visit, then feet in the water...

“An out and return trip to the sea, 172 km with 17 litres of fuel...”



Photo: Nicolas Vigneron

CINEMA ICARES, 2022

By Jérôme Bressoulaly

THE 40TH EDITION

The 2022 edition of the Cinema Icares... A kaleidoscope of images: from travel and sensations, to vertigo and emotions! Plenty of food for thought for the official jury and the press with nearly nine hours of screenings.

23 films took part in the competition, out of 71, which were selected in advance by the festival committee. A public prize was also awarded following the votes by the spectators. In addition, there was also the Alpes Isère 2022 prize. Here is the list of award-winning films...

The Cinema Icares always leave us dreamy and in awe of these actors and actresses who defy the laws of gravity, between insolence and audacity, yet both graceful and free. A big thank you to all of them!




Photo: Nicolas Vigneron

LUMDO KOLOLA 2022



ICARE D'OR AND ICARE PUBLIC FAVOURITE "LUMDO KOLOLA" - 15'

Nico and Blutch set off in search of an isolated cabin in the Nepalese jungle...

 **Our opinion:**


Another beautiful composition filled with emotion: when passion and determination merge and end up winning!

ELIOT NOCHEZ, BORN TO FLY



PRIZE FROM THE HEART
'ELIOT NOCHEZ, BORN TO FLY,' BY JULIE COLARD - 25'

A portrait of one of the greatest French parajlider pilots...

 Our opinion:


An example of a family cocoon, where the chick takes its first steps, flaps its wings, then spreads them out fully, now an adult in all respects!

TRAILER: VULNERABILITY



**ICARE JURY PRIZE:
'VULNERABILITY' BY TORTORETO GLAUCO - 40'**

Shyness seems to be paragliding champion, Nicolas Donini's, biggest obstacle when it comes to participating in the X-Alps, but also his strength.

 **Our opinion:**


This extremely difficult race is a great lesson in humility, both physically and mentally, especially when the weather conditions play a part.

FROM AVORIAZ WITH LOVE



SHORT FILMS AND KID'S FILMS
'FROM AVORIAZ WITH LOVE' BY NICOLAS ROUBIN - 3'

Valentin Delluc once again pushes the limits of speed-riding in the deserted resort of Avoriaz.

 Our opinion:


A zest of air sprinkled with adrenaline ... Red-bull, the extras!

TEASER: TIC TAC



ALPES ISÈRE PRIZE: TIC-TAC BASE DE ROMAIN ASSIE-RIO

Two friends, who are former highline champions, decide to bring a rarely practiced discipline up to date: the Base-line.

 *Our opinion:*


'Sky buddies' with solid adrenaline-inflated 'Bases!'

TEASER: HOME SWEET HOME



ICARE PRESS PRIZE:
'HOME SWEET HOME' . FR - ANTONY KOMARNICKI

Can we really get away from it all without going far? The answer: a three-week bike and paragliding trip, without venturing further than 60 km from home.

 **Our opinion:**

An intimate and fun adventure which reminds us that all journeys begin at the bottom of the garden...

Concepteur, Rédacteur en chef, webmaster, pilote test : **Sascha Burkhardt**

Reportage, rubriques : **Valentin Burkhardt, Arthur Burkhardt, Claytone Carpe**

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Conception graphique : **Sascha Burkhardt**

Programmation IOS : **Hartwig Wiesmann, Skywind**

Programmation Android : **Stéphane Nicole** www.ppgps.info

Logo des Indalo: **Michael Sucker** indalo@web.de

Magazine voler.info

Mentions légales :

Editeur et Directeur de la publication

Sascha Burkhardt

D-79108 Freiburg

contact@voler.info

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