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WORLDWIDE PARAGLIDING AND PARAMOTORING MAGAZINE. FOR FREE.



#trends
2025
2/2



Photo taken by Jonathan Carr, head of Paramotor Orlando (<https://paramotororlando.com/>), at one of the school's dune sites in Florida, on March 28, 2025.

The idea was to shoot a fun video to promote this type of flying in Florida on social media. Jeff Goin — paraglider, paramotor pilot, and airline captain — came to try out the Moustache parakite. He clearly had fun on every level...

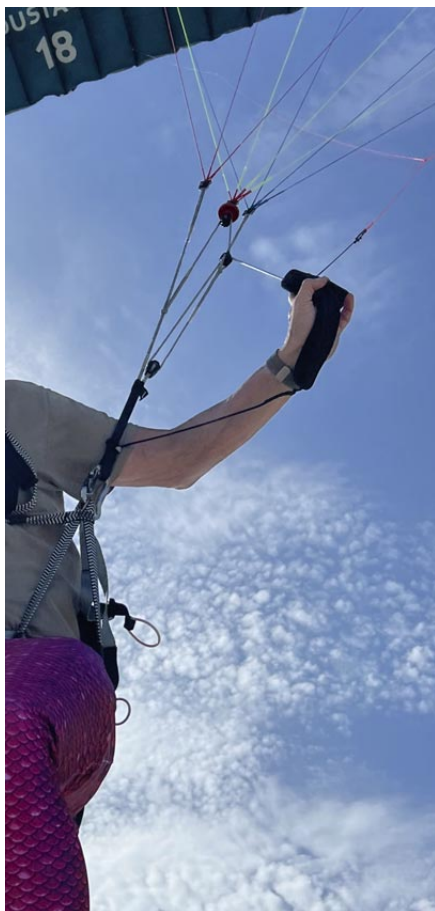


Photo: Jonathan Carr <https://paramotororlando.com/> Pilot: Jeff Goin

#TECHNO2024

The system allows for impressive climb maneuvers.

Photo: Moustache Journals

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KITE RISERS - CONTROLLING THE ANGLE OF ATTACK

For over two years, Kite Risers technology—risers that allow for direct adjustment of the wing's trim, similar to kitesurfing sails—has been disrupting the soaring wing market. This revolutionary change was initiated by Flare with the launch of the Moustache, the first production wing equipped with this type of riser system.

Flare is part of the same group as kitesurf manufacturer Flysurfer and paragliding brand Skywalk. In fact, it was the synergy between these sports that led to the development of the first Moustache model.

Armin Harich, an accomplished paraglider pilot and head of Flysurfer, applied the typical kite control technique—where the trim is adjusted evenly—to paragliders like the Moustache. This wing allows for a significant variation in the angle of attack, and with its pronounced reflex profile (similar to paramotors), it offers great stability against collapses. These profiles are also known as "auto-stable." The more the angle of attack decreases (shooting forward), the more the profile resists and tries to stabilise itself.

The line plan of a Moustache wing from Flare: in the upper part of the control range, the pilot only adjusts the angle of attack. The trailing edge brakes come into play only at the very bottom of the control range.

Last year, we already featured the Parakite technology and the pioneering Moustache in detail. As always, the article can be accessed again for free above. Parakite paragliders incorporate various techniques from other sports: from kitesurfing comes the direct control of the angle of attack, and from paramotoring, the fast and highly collapse-resistant reflex profiles. A particular feature of the Moustaches is that the B-lines are connected via a 'Killer Mushroom', allowing the profile to be completely stalled on the ground in case of a risk of being dragged. This feature is standard on 'true' kites, but not on other parakites.



Photo: Goflare



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AIRDESIGN
AD SKYMAN SHARK
MAC PARA
UP
NOVA
AD DUDEK
IMPRINT

**Two Swing Nyra RS in
the Sella Massif in the
Dolomites**
Photo: Daniel Kofler

EN/LTF C

ARTIK 7 P

Sporting *performance*

From 3.07 kg

The Artik 7 P is an enjoyable and ultra-light sports class glider designed for long distance flights, which impresses with its high performance. This hybrid 3/2-liner with a moderate aspect ratio of 6.2, is totally stable, with a passive safety that will surprise you. Thanks to its versatility, you can take off or land anywhere on a mountain. It's the perfect combination of performance and accessibility to satisfy your hike & fly ambitions.



Sizes

20 / 22 / 23 / 24 / 26 / 28



Neon



Earth



Mint



Sizes

S / M / L



ARROW P

Beyond *your limits*

From 1.61 kg

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





This XA LT from Zoom
shows just how much
modern technology can
be packed into a
lightweight EN A
glider...
Photo: Zoom

#trends 2025 2/2

APRIL FOOLS' JOKE?



MOHAWK

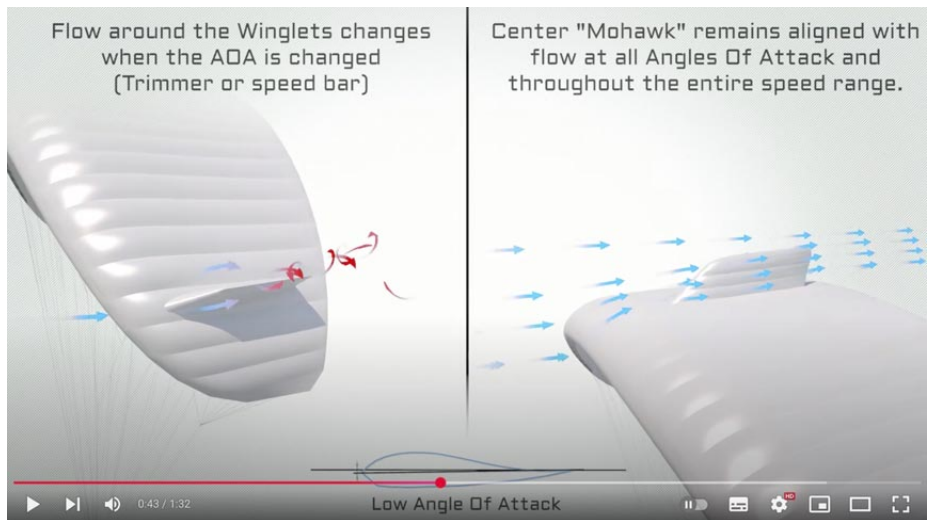
UP April-Fools' joke

Apco F7: just like its predecessor, the F5, it comes seriously equipped with a smartly designed central fin, called Mohawk

On April 1st, UP posted what looked like an April Fool's joke about winglets — a fin mounted in the center. But the joke missed the mark a bit: for over a year Apco has already been using such a fin on their paramotor wings F5/F7. On the right, Apco explains it in the video.

And in our article on winglets, David Da-gault from Ozone also confirmed the aerodynamic value of such a fin — though he mentioned they choose not to use one for aesthetic reasons.

More on the topic of winglets:





MAD MIKE KÜNG & KITERISERS

For decades Mad Mike Küng has been known as one of the best pilots in extreme flying (notably for the world record of paragliding from a hot air balloon at 10,100 meters and crossing the English Channel by paraglider), but also for his “ground games” in the dunes.

His piloting technique at the rear (rapid changes in using the front/rear risers and brakes above the pulley) has set a standard.

After initial reservations, he also adopted parakites for dune flights. “At first, the reflex wings in paragliding seemed poorly suited.” Now, he appreciates the increased speed range and the possibilities for big flares that parakites offer.

Mad Mike Küng et
and his parakites
Raptor





With Independence's test pilot, Johannes Tschofen, who owns his own brand Vril Wings, he offers the Raptor model. Mike developed this parakite, which is quite close to a classic paraglider, yet very fast and offering excellent flare. Another feature is that it comes with an additional pair of classic risers, converting this parakite into a standard paraglider. Sizes: 13, 16, 19, 22, 25 To be continued...

<https://www.instagram.com/p/DHIB0PDsX9Y/>



The Raptor and its original design.

Mad Mike Küng is best known for his various piloting techniques (rear risers, brakes above the pulleys), allowing him to climb any obstacle. He has also collaborated with Phi, notably on a prototype of the Scala.



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11 years later, after more than a decade, this demonstration of the "Küng" technique has not aged a bit...

MODERN RETRO



Photo: Rjstop Pilot

Asymmetric collapse of a parakite wing

REFLEX WING COLLAPSES, MYTH OR REALITY?

It is often said that reflex wings, like kiteriser-type models, are almost immune to collapses. While their specific profile does indeed reduce the risk, it does not eliminate it entirely. And when a collapse does occur, it can be much more violent and harder to manage than with a standard wing.

Why? Firstly, the high speed of these wings amplifies the impact of a collapse. Secondly, reflex wings, though resistant to collapses, may have more difficulty reopening once collapsed.

On social media, several videos are circulating showing massive collapses of these wings — especially the well-known Moustaches from Flare Paragliders. Yet all reflex-profile wings can collapse. The fact that more units of the pioneering Moustache model are out there can obviously skew the subjective perception of how often collapses happen.

This applies to all parakite wings: never forget that “hands up” is equivalent to “fully accelerated” on a conventional paraglider. On the models we know, you get roughly the behaviour of a regular wing when pulling the brakes until the riser maillons are level. But with their reflex profiles, these wings may remain more dynamic during a collapse, if this happens.

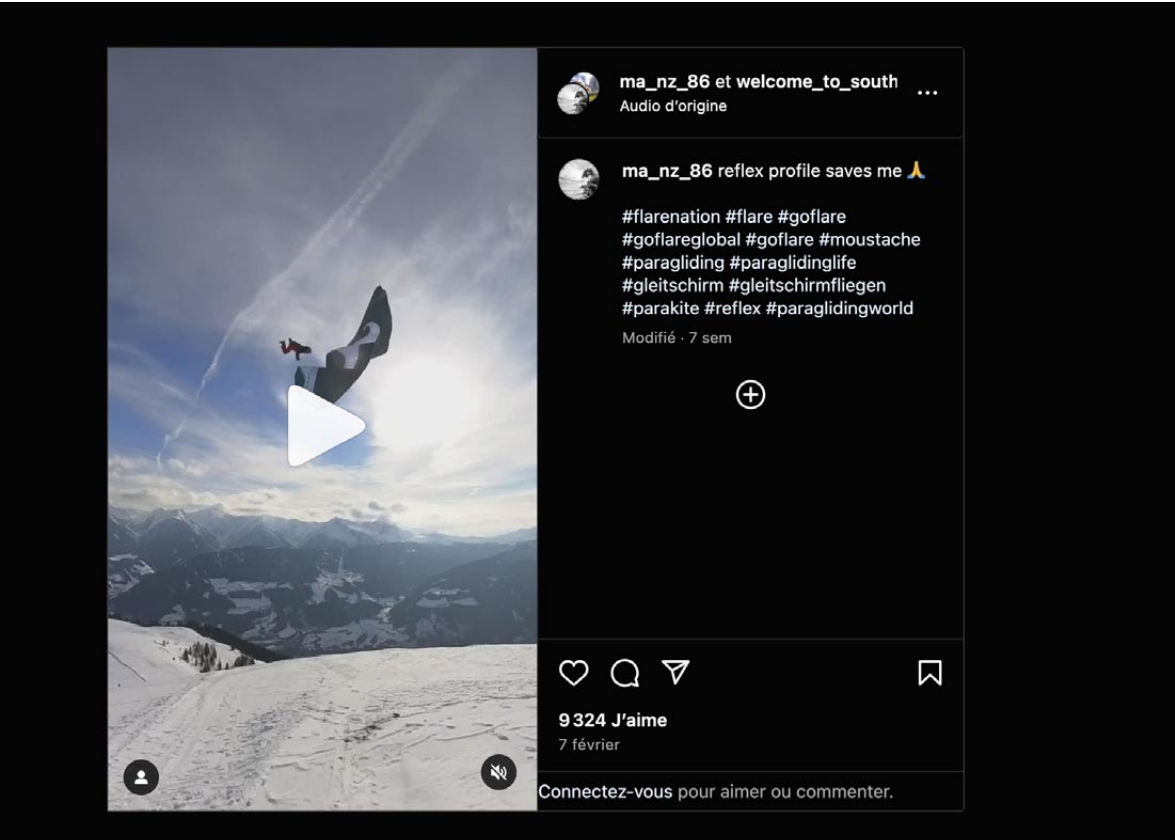
Demonstration of the collapse resistance of reflex profiles.

In flight, applying too much brake would actually be counterproductive — these small wings can sometimes stall quite abruptly.

With hands up, however, you fly very fast — just like a conventional paraglider at full speedbar.



photo: Free Aero Mag / Sascha Burkhardt Pilot: Arthur Burkhardt



Asymmetric collapse of a parakite, which reopens in time.
Collapse of a parakite wing





PARAWING FOIL

Yet another variation of our flying toys, this time in the waterborne kite world: the parawing foil.

Unlike traditional kites, where the wing is attached to long lines — which are slow to pack and deploy (typically over 20 meters) — parawing wings are single-surface and use a very short line set, making them quicker to set up, easier to handle, and faster to pack.

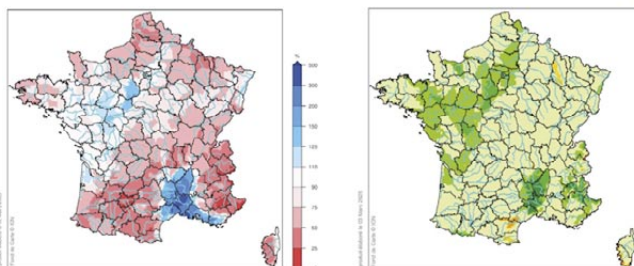
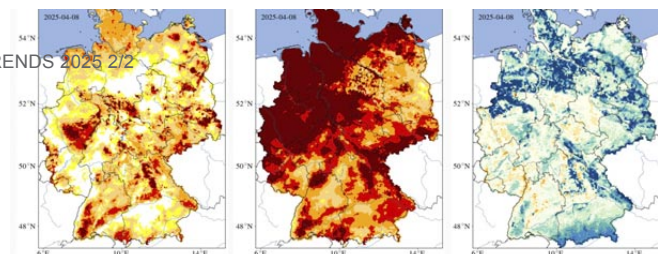
This short line setup doesn't allow for eight-shaped curves to increase pull like on classic kites, so stronger wind is needed.

However, on a foil board in steady wind, the pilot can go upwind and then downwind relying solely on their own wing surface.

The brand Ozone is also starting to get involved, with their "Pocket Rocket" wing. A trend worth watching...

ozonekites.com/wing/wings/pocket-rock-et/





Drought and/or precipitation maps

DRY GROUND: BOOMING THERMALS...

Lack of rainfall in France, Germany, and Switzerland remains significant, except in a few regions such as the Cévennes. As a result, the ground is extremely dry, which facilitates the development of strong—and therefore turbulent—thermals.

This situation repeats itself every year. As we already wrote back in 2018: “We are certainly not done with surprises (...) in the coming years. more than ever, we must not rely on ‘habits,’ but carefully analyze the weather and airmass conditions every day, every hour—for better, with long XC flights stacking up, and for worse, with conditions sometimes stronger than expected, beyond the abilities of less experienced pilots...”

Unfortunately, this has been confirmed over the past seasons, and in 2025, many pilots may again be caught off guard by the unexpectedly dynamic conditions—at least in some regions.

To better understand the links between drought, plant behavior, and the positive influence of katabatic breezes on late-day thermals, take another look at our article on the right.

meteoblue

THE WEATHER IN THE SUMMER OF 2018: HEAT, OMEGA AND SURPRISES.

From the second week in August, the omega lobbar shaped block moved to the east. The blocking situation lasted for months.
Photo: www.meteoblue.com

At the end of July and beginning of August there was still an endless heat wave with an anticyclone which should have stifled all the thermals. But no, the ‘roasting’ conditions brought high cloudbases, long distances and turbulence...

Photo: Sarah B. K. / shutter





BEAT 2 light

Comfort B

PHI-AIR.COM

Drought wasn't present everywhere or all the time—quite the opposite. Here at the PWCA...
(Photo: PWCA)



EN/LTF B

HIKO

Progress *with total confidence*

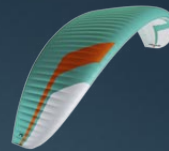
The new Hiko is the perfect compromise between passive safety and performance to commence your first long distance flights. It is an intermediate glider (mid EN B), situated between the Hook and Ikuma, expanding our range of paragliders. Its intuitive handling and advanced technologies will allow you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



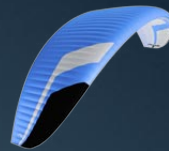
Lavande



Clay



Motmot



River



Sizes

20 / 22 / 24
26 / 28 / 30



HAWK

Mile *hunter*

Sizes
S / M / L / XL



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.



PIVIUK

STUBAI-CUP

IN BRIEF

- 3rd Stubaicup, March 14–16, 2025
 - Unusually bad weather
 - Still, Moni Eller's team once again made the best of it
 - First day moved to the local leisure hall (this Plan B will also be kept for next year)
 - Take-off sites were officially closed to visitors, but both were still packed
 - Private pilots were given a specific moisture warning during the briefing—learning from 2024, when there were four parachutal stall incidents
 - Acro show by the Zillertal team Airbound
 - Plenty of updates on wings and harnesses:
- Stefan Ungemach** was on site and summarises the key points over the next pages...



Photo: Stefan Ungemach



Photo: Stefan Ungemach

Officially, only demonstration flights were permitted.
Nonetheless, the organizers warned everyone about the increased risk of parachutal stalls...



Photo: Organisation

The organizing team led by Monika Eller and her daughter Johanna Eller (the two women with their hair down)



Photo: Organisation



#TRENDS 2024/2/2

U Turn Passenger 3



U-TURN

IN BRIEF

PASSENGER 3

- Finished and available

RAZORBLADE

- Accessible parakite in 7 sizes
- Larger models designed for parakite beginners
- Weight: 2.75-5 kg



photo: U-TURN

U turn RAZORBLADE



Our first tests of the Razorblade (by Arthur Burkhardt)

QUICK REVIEW

As seen in the photo on the right, this RazorBlade uses the same risers as the other Kiterisers: pulling on the control line engages the C-risers heavily and the B-risers moderately, allowing direct control over the wing's trim. The brakes only come into play significantly at larger inputs, such as during the final flare.

We had just a few initial flights — here are our first impressions (a more in-depth test will follow shortly):

- In strong wind it stays nicely on the ground, unless the lines are under tension. Inflates well in strong conditions.
- Reflex clearly efficient.
- Great handling, flying close to terrain is very precise.
- Significant dive and flare.
- Very low speed if brakes pulled to the level of the carabiner, but high at trim speed.
- Ergonomic controls.
- Not very compact.
- Lacks a bit of roll.
- Does not support excessively low speeds.





NIVIUK

IN BRIEF

ARKTIK R 2

- An evolution of the Arktik R (goal: more stability in active air, better trim glide)
- EN C two-liner
- Lines reduced by 2%
- 68 cells
- Aspect ratio 6.5
- 6 sizes: 55–125 kg
- The stabilo is now connected to the A-riser (previously B), but descent advice is still Big Ears rather than tip-stall




IN BRIEF
KOOPER P

- Lightweight harness replacing the Roamer 3
- 3 sizes
- With optional removable reversible backpack
- Split-legs design, no seatboard
- Nitinol pre-shaped airbag protector with integrated reserve container – also removable
- Second reserve container provided on the left side
- Can also be flown with both reserve containers empty (e.g. if you use the protector only and a front-mounted reserve)
- Back support extends high up, taking the pressure off shoulder straps and offering great comfort
- 3D seat shell like the Arrow P – no bend in the seating area
- Small ABS triangle under the carabiners for added stability
- Inner leg loop can be tensioned outward – improves ground handling and avoids pinching
- Reversed packing concept: when packing, the glider is placed on the harness, then the rucksack part is pulled over – so when carrying, the glider rests against your back instead of the harness
- 560 g reserve container + 600 g rucksack + 930 g harness = 2.1 kg complete



IN BRIEF

KONVERS 3

- Same concept as Kooper P but with seatboard and a more robust design
- 4 sizes
- Protector is not removable
- 3.2–4 kg (3.37 kg complete in size M)





A stunning and well-made video: the viewer flies through all of Niviuk's facilities around the world... The video was released for Niviuk's 20th anniversary this year – more on this in the next issue.

IN BRIEF

SKIN 4P (TANDEM AND SOLO)

- Based on prototypes flown, for example, on K2 expeditions
- Planned for summer
- Should land more easily and be more stable in the air
- Also expected to be significantly lighter (around 1 kg in size 16!)
- Will feature colour-coded lines





GIN

IN BRIEF

GTO 3

- New wing technology. Explanation: GINLAB = collaboration with the Ulsan National Institute of Science and Technology, especially related to wind tunnel testing. From this collaboration came the WLE and the Genie Race 5. The WLE has now been recalculated ("WLE 2.0"), resulting in changes to the wing shape – the long rods on the leading edge, characteristic of the Gin design, are now replaced by a sharper wingtip design. The GTO 3 is the first wing of this new generation.
- Positioned above the Bonanza 3, High EN C with a special focus on performance.
- 71 cells
- Aspect ratio 6.6
- 6 sizes planned





Photo: Jérôme Vaupoint / GIN



Gin Genie Race 5
(Facelift 2025)

IN BRIEF

GENIE RACE 5 (FACELIFT 2025)

- The facelift can be applied to the existing Genie Race 5
- Weight: 7.68 kg in size M
- More stable material at the pod nose
- Zipper for the Anti-G pocket turned, resulting in a shorter connection to the carabiner and a cleaner installation
- Magnetic closure for the pod, overlapping and with flexible magnets
- Arm sleeve attachment redesigned/stronger stitching, angle improved
- Fairing placed higher (now fully extends over the pilot's head)
- Geometry of the asymmetric speed system improved (concept like the Bullet, already used before, but now optimised for more central force application in more foot positions)
- Footplate more stable, with a more durable fabric around it

Photo: Stefan Ungemach



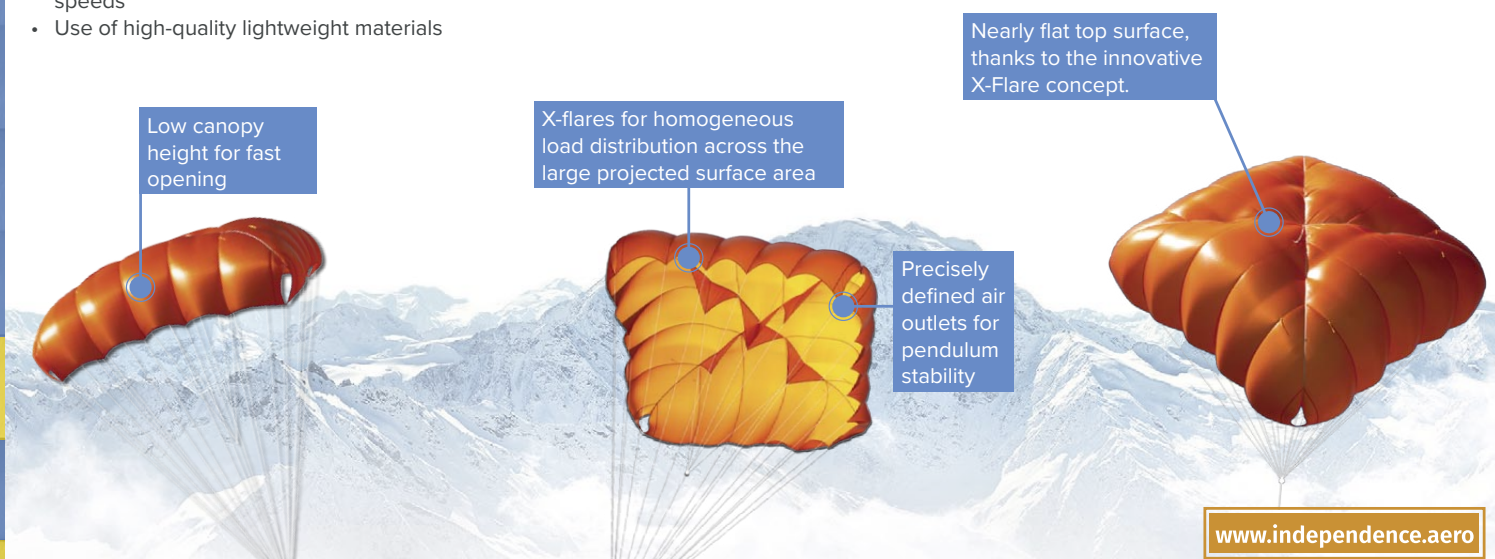
YETI RACE

- Was a prototype at St. Hilaire, now finished
- Weight: 1.8 kg
- Inflatable protector with an HPR-like valve

Quick facts about the NG series:

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

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





BGD Breeze

BGD

IN BRIEF

CURE 3

- EN C two-liner derived from the Diva 2
- 4 sizes: 65–120 kg
- 70 cells
- Aspect ratio 6.7
- 5.1 kg in size M
- Winglets

BREEZE

- Lightweight version of the Base 3 (EN-B)
- 57 cells
- Aspect ratio 5.7
- No exact weight given, but expected to be around 1.2 kg lighter in each size

GHOST

- Competition acro glider developed with and for Hugo Chauvin
- 14 m²
- No certification planned for now

UltraBip

SOLAR • GPS • INSTANT VARIO
VOICE ASSISTANT • Bluetooth

5 cm
29 g

PARAGLIDERS' FAVORITE SOLAR INSTRUMENTS WORLDWIDE SINCE 2010.

ORDER ONLINE AT STODEUS.COM



A typical parakite? No — this surprising pitch stability is demonstrated by the BGD Diva 2, an EN D two-liner with a 7 aspect ratio. According to the designer, it does in fact feature a fairly pronounced reflex profile.
Pilot: Beni Kälin, Speedflying School

Photo: Stefan Ungernach

BGD Cure 3 : winglets everywhere !



EN/LTF B+

IKUMA 3

Expand *your horizons*

The Ikuma 3 is perfect for your long distance cross-country flights. Dare to go further with this EN B+ classified glider, which offers unparalleled comfort and manoeuvrability. The new aerofoil, optimised for performance and damping, will allow you to enjoy your flights like never before. Thanks to the C2B system, it feels like a two-liner. Get that perfect flying feeling with this accessible, high performance glider.



Mars



Nimbus



Unakit



Fuchsia



Sizes

20 / 22 / 24
26 / 28 / 30



ARROW

Aim high, aim far

Sizes

S / M / L / XL



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



PIVIUK



Phi Maestro 3

PHI

IN BRIEF

MAESTRO 3

- High EN/B
- Aspect ratio slightly higher at 5.65
- 76 cells (unchanged)
- Modified miniribs at the intake
- Leading edge now with Nitinol (in its own neoprene cover to protect the fabric)
- R14 risers with B/C bridge and handle option

Nitinol plus
Neoprene





IN BRIEF

SCALA 2 LIGHT

- Now also certified in size 20 (size 19 was already tested in late 2024).
- Will be flown by Christian Schugg at the X-alps.

CABRIO

- Modular harness
- Level-2 back and side protectors, totaling +300g
- Foam or Nitinol pre-tensioned airbag protector (16.5 / 15.5 G)
- Protectors tested for impact at various angles
- Optional seatboard, also flyable without it
- Reversible option: Can be flown with or without a backpack – the backpack features a roll-top – without the backpack, designed for quick packsack/training purposes

CABRIO LIGHT

- Reversible harness (backpack not detachable)

ACCEL

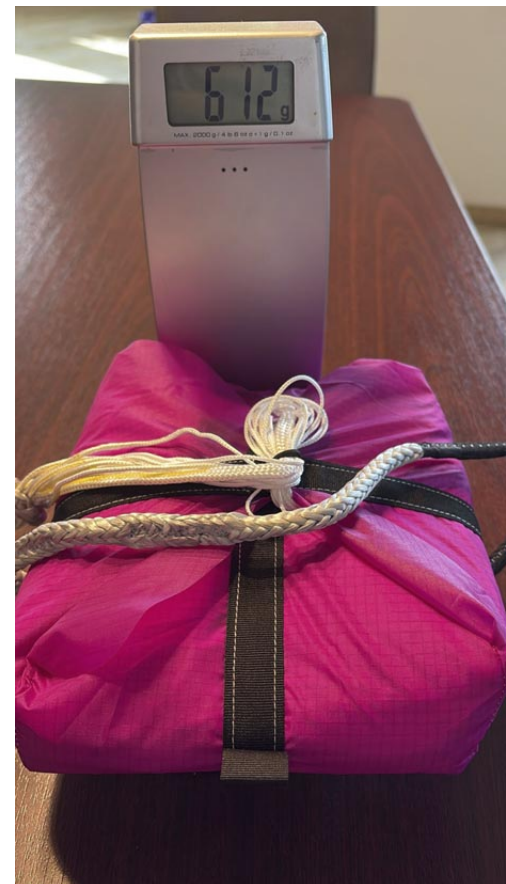
- Quick pack sack

PINGPONG

- String harness, currently without protector option

POP UL 75

- Reserve (development), target <600g



ZOOM

IN BRIEF

XALT (EN A)

- Handling on the calmer side (suitable for graduates of H&F flight schools) with improved take off characteristics
- 5 sizes
- Miniribs also in the leading edge
- 45 cells
- Aspect ratio 4.81
- Weight: 3.35 kg (normal riser +150 g) in 95/80-95 kg (certified 105).

Photo: Zoom

IN BRIEF

XB LT (EN/B)

- Planned for summer
- Initially only available in lightweight version
- Moderate aspect ratio of 5.15

SPEEDY

- Parakite (still in prototype stage)



A winglet of the XB LT. More information about the history of winglets can be found here in one of the recent issues:



Photo: Zoom





Skyman The Rock 3

SKYMAN

IN BRIEF

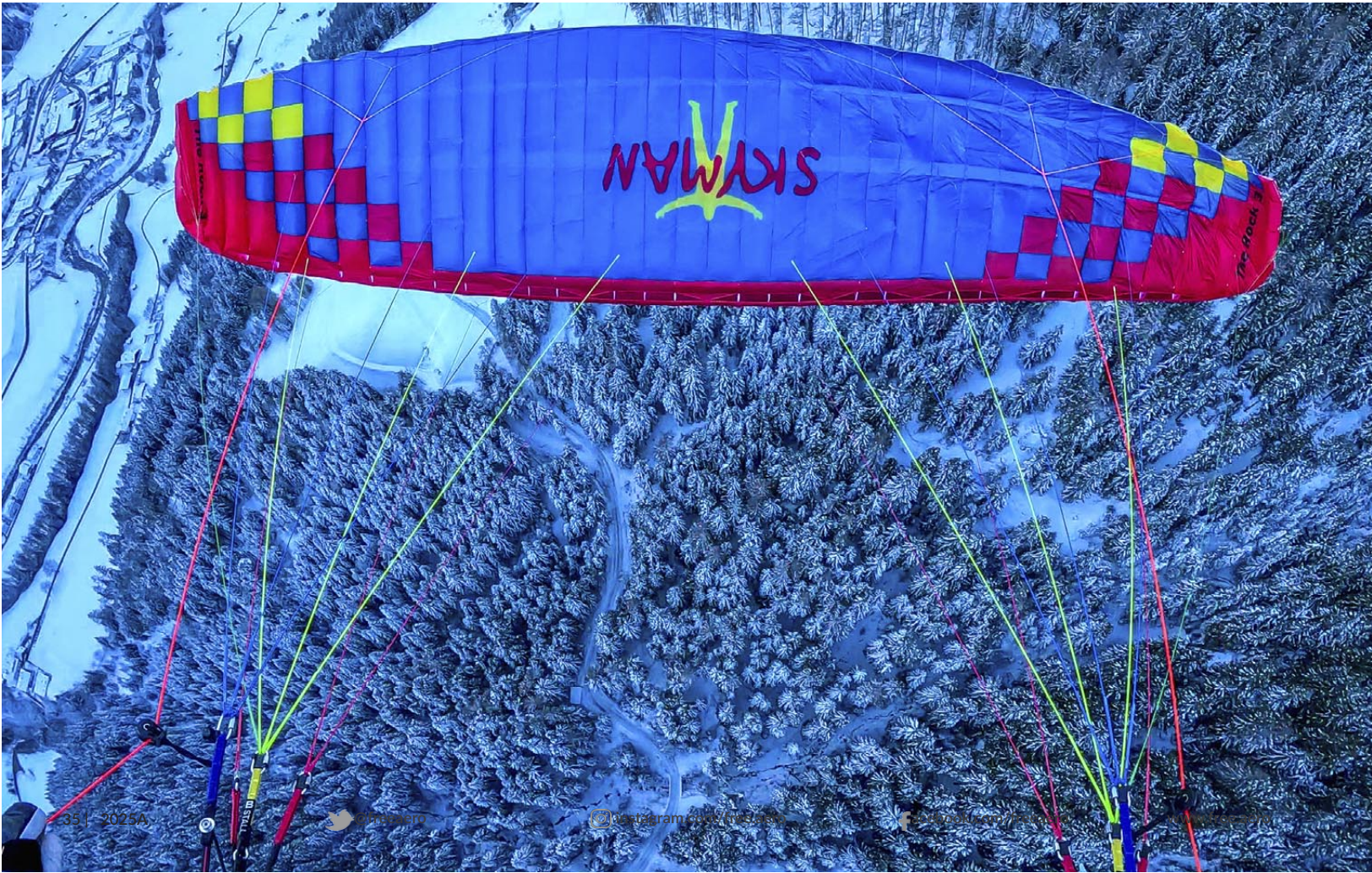
THE ROCK 3

- EN A
- 5 sizes
- Aspect ratio 4.75
- Weight: 3.7 kg in size 26.5 (75-105 kg)
- 38 cells
- Fully made in D10
- New design (as since the Crossalps 2)
- Essentially a lightweight version of the Independence Cruiser





Skyman The Rock 3 (Photos: Markus Gründhammer)





Skyman Cross Country 3 (Photos: Markus Gründhammer)

IN BRIEF

CROSS COUNTRY 3

- Evolution (not a completely new design)
- Slightly higher aspect ratio (5.65)
- 61 cells
- Weight: 3.9 kg in size 25 (70-95 kg)
- 4 sizes, from 60 to 119 kg
- D10/D20 (leading edge)

SKYMAN TANDEM

- 55 cells
- Aspect ratio 5.47
- 2 sizes: 39 and 37 m²
- Weight: 5.15 / 7 kg
- Elements of the Independence Air Taxi

CROSSALPS 3

- Planned





Independence Cruiser 5 Photos: Stefan Kurrle / Independence

INDEPENDENCE

IN BRIEF

CRUISER 5

- LTF/EN A, high-performance allrounder
- 5 sizes
- Weight range: 50 to 135 kg
- New design for all new Independence paragliders (quite colourful)
- Domenico 20D fabric
- Weight: 4.6 kg in size S (24), 60–90 kg
- Aspect ratio 4.75
- Suitable for paramotoring
- 38 cells
- Split-A riser system



IN BRIEF

AIR TAXI 3 (PHOTO TO THE RIGHT)

- Size 41 finished, size 39 in certification
- 10 cm of trimmer range (real, at line levels, not a pulley system)
- Domenico 20D instead of Skytex 27 for durability
- 55 cells
- Weight: 7 / 7.4 kg
- Weight range: 120-200 kg / 130-220 kg

PIONEER 4

- Conversion from EN A to low-end EN B just through modification of the speed system (not the complete risers set), with 18 cm of accelerator range in EN B
- 4 sizes, or 5 (5 sizes only in EN B)

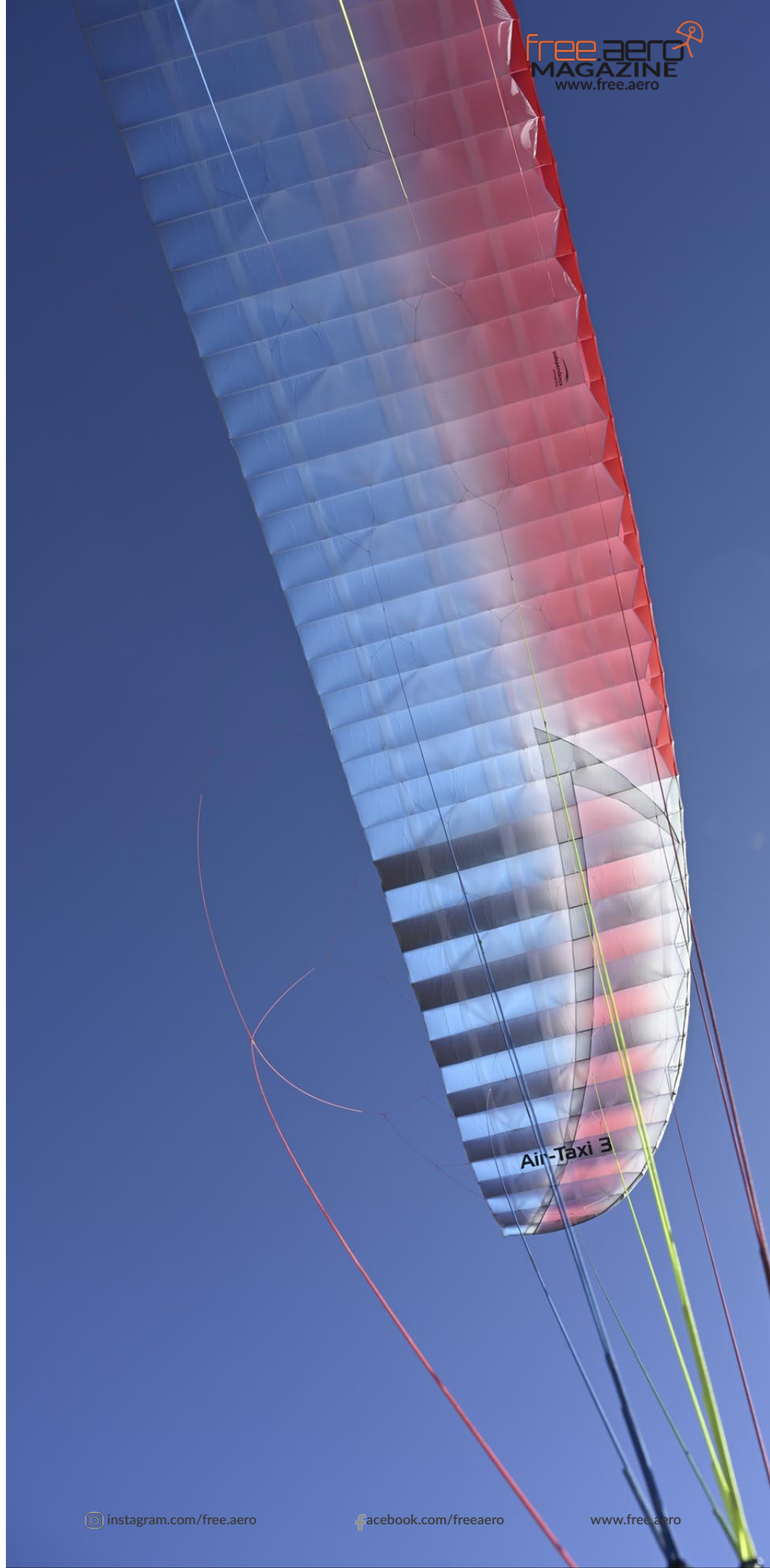




photo: Profly

PROFLY

LEELOO X

- EN B - "two-liner" system with lines with no load in flight in front of the As. These lines branch off from the A risers. This essentially creates built-in folding lines, but these are referred to as maneuver lines due to their different characteristics: real maneuver collapses instead of external rolling (as with normal folding lines). RAST keeps the canopy mostly open even in the outer wing. However, competitors view this setup as a way to bypass the certification hurdles for two-liners (=normally automatically EN C).

- The development motivation was less about "two-liner handling" and more about the increased stability in flight due to only two load-bearing risers. Other advantages of two-liners, such as simplified line setup/sorting at take-off or reduced drag, are, however, lost. One could also consider the wing as a three-liner with full load on the B (and of course C-lines).

- 4.3 kg in M, weight saving compared to Leeloo due to mini-ribs at the front and rear (plus rods).

Profly Leeloo X

Profly Leeloo X



photo: Profly



Developer Michael Nesler demonstrates that the first "A-lines" can even be cut in flight. However, these maneuver lines are considered by other manufacturers as a way to bypass EN B certification guidelines. The A-risers (labeled 3 on the left) are only used as assistance for inflation and for Big Ears. The supposed B-risers (labeled 4 on the left) are actually the "real" A-risers and extend almost to the leading edge.

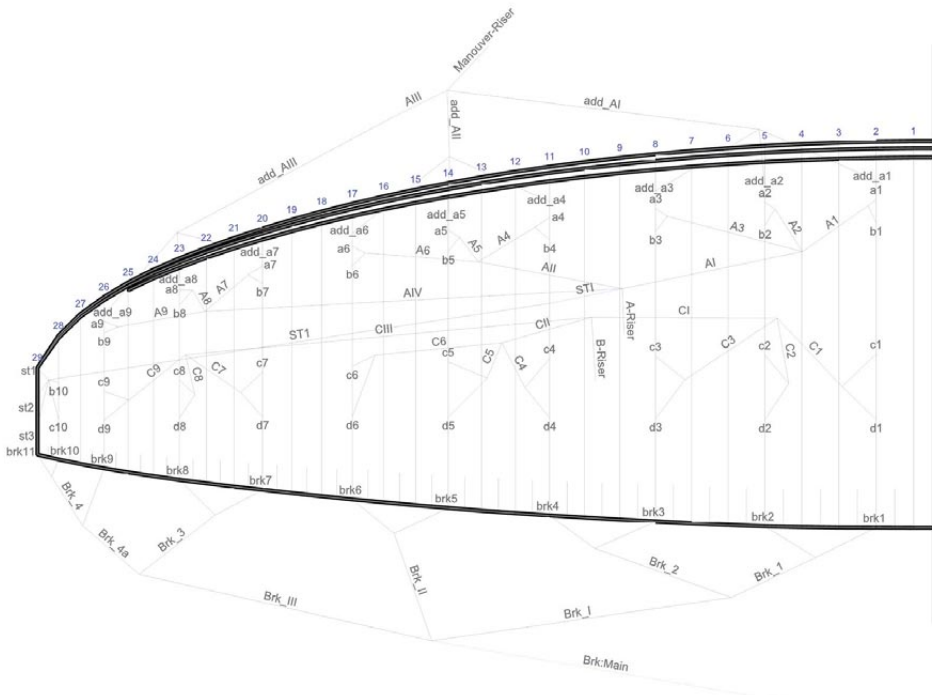
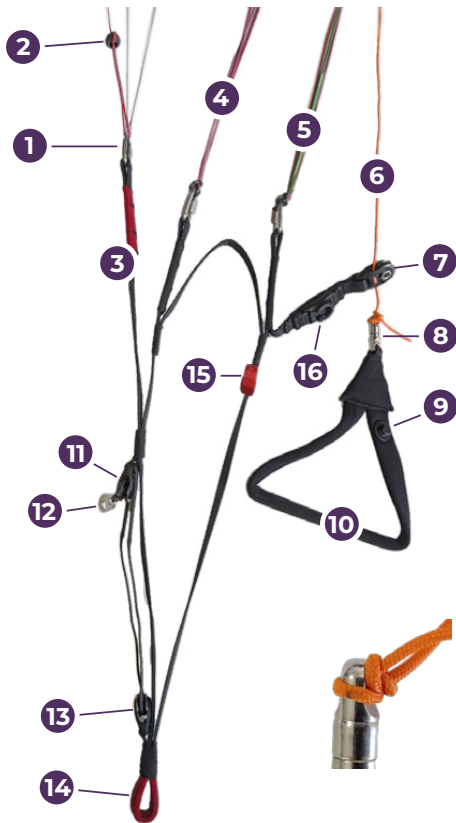




Photo: Tristan Shu/Skywalk

Skywalk Join't 5

SKYWALK

IN BRIEF

JOINT 5

- Tandem in 3 sizes (100-240 kg)
- Weight: 6.8-7.7 kg
- Aspect ratio 5.4
- 49 cells
- 15 cm of trimmer range
- Ear folding aid "Clam-Cleat" (clamp)
- Brake pulley optionally mountable lower (line length adjustment required)

GUIDE & GUEST

- Guide (pilot): M (2,6 kg), L (2,65 kg)
- Guest: (passenger) one size, 1,85kg
- Guide&Guest: the lower part of the seat can be easily replaced – deliberate bum landings are becoming increasingly popular.
- Guide&Guest Perm'air protector



Skywalk Guide & Guest



Photo: Tristan Shu/Skywalk

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



Photo: Tristan Shu/Skywalk



Skywalk Join't 5



IN BRIEF

SKYWALK ARAK AIR 2

- Mid-EN B 5 sizes (55(!)-120 kg)
- 2.9-3.6 kg
- Aspect ratio 5.35 (>Arak 2: 5.22)
- 49 cells
- Internal minibibs
- Extreme flight behavior is said to be even easier than with its predecessor.

Photo: Tristan Shu/Skywalk





Swiftmax 2 : B, not C.. (Photo: Antoine Boisselier)

IN BRIEF
SWIFTMAX 2

- Performance tandem, 2nd edition
- One size: 41 m²
- Aspect ratio 5.55
- 57 cells
- Weight: 7.12 kg
- EN B (version 1 was EN C)
- Weight range: 120-230 kg

SUBMARINE V3

- Improved pod: magnetic closure similar to ALP, ATACMS..., overlapping, fully developed in-house
- The goal was to find a good compromise between quick opening for landing and turbulence, while also being unaffected by the knee pull for acceleration

OZONE

Ozone Atak 2

IN BRIEF

ATAK 2/OZAIR

- Lightweight speedflying harness for smooth transition between standing and seated positions
- 120 kg load test
- Weight: 1.17 kg
- Optional OzAir inflatable protector, in development

F*RACE 2

- Certified and available in spring



Ozone Delta 5 (Photo:Ozone)

IN BRIEF

DELTA 5

- EN C two-liner, positioned just below the Photon in terms of performance. 5 sizes, from XS to XL, 65 cells, aspect ratio of 6.07, winglets
- An Alpina 5, as a lightweight version of the Delta 5, is planned
- 5 sizes
- 65 cells
- Aspect ratio 6.07

WISP 2

- Lightweight tandem
- One size: 37 m²
- Aspect ratio 5.3
- 44 cells
- Weight range: 90-200 kg
- Weight: 4 kg with light risers, 4.3 kg with standard risers
- EN B

ALPINA GT

- Identical to the Alpina 4 with a different material mix, so once again a 2.5-liner
- No technical difference, it's more like a type of DLS for the same wing



BIVOUAC&FLY WINTER

Hike & fly — a trend for years. Bivouac flying is one of its variations. Markus Gründhammer, head of the brand Skyman, once again showcases the many facets of this activity in winter. Let's not forget that he sleeps "up there" at least once a week, just to fly down in the morning...

In this video, the stunning images are set to a song with German lyrics written by Markus himself...



World of XC paragliding



Swing Nyra RS : RAST system included, of course

SWING

NYRA RS

- Lightweight EN B with RAST
- Allrounder between the Miura RS and Stellar RS
- 51 cells
- 5 sizes, from 65 to 130 kg
- Aspect ratio 5.4
- Weight: 3.9 kg in size S (75-95 kg)
- Snaplock handles
- C-Bridge E.P.C. (Easy Pitch Control) , Floating B :

IN BRIEF



Photo: Daniel Kofler ,Swing

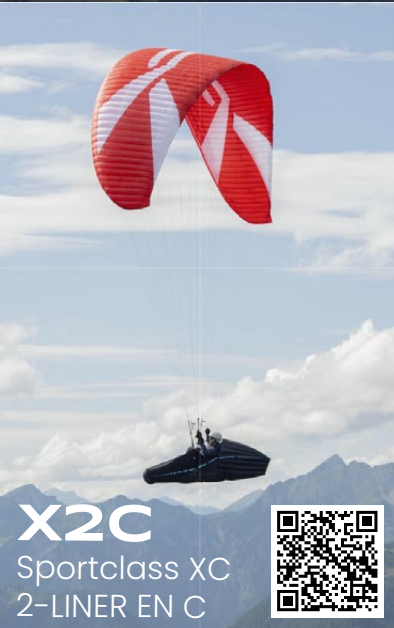




XA
Beginner
EN A



X2C LT
Lightweight XC
2-LINER EN C



X2C
Sportclass XC
2-LINER EN C



Korteil Kuik 3

KORTEIL KUIK 3

Presented at the latest Coupe Icare, the new Kuik 3 from Korteil Design appears to be one of the most versatile harnesses on the market. With its modular concept and reversible pod, it adapts to a wide variety of activities.

Compared to the previous version, this new generation offers more simplicity, understated design, and better integration of adjustments, while using even stronger and more durable materials. Its great versatility seems to make it a major asset for cross-country and even competition, in addition to being perfect for hike-and-fly, or as a sitting harness for the first flights, thanks to its large airbag.

A harness that seems fit for those who want to do everything with just one harness.

photos: Korteil





The fabric seems to be very durable.

photo: Voller Info Mag/Sascha Burkhardt

photo: Voller Info Mag/Sascha Burkhardt



The back and the thigh surfaces are very stiff, making it a highly maneuverable harness.

This Kuik 3 is marketed as being suitable for both solo and tandem flights; however, it is only suitable for the passenger.

photo: Kortel





WOODY VALLEY Naos side protection

WOODY-VALLEY

IN BRIEF

NAOS

- Finished and available in final colours (blue and green)
- Harness in 4 sizes with seatboard, with optional foam protector (28G) or airbag protector (29G)
- Weight: 4.3 kg or 3.9 kg in size M
- Focus on passive safety: standard side protectors, very large opening rescue compartment with magnetically fixed handle
- T-Lock system with Mini-ABS
- Particularly more stable in roll compared to Wani series

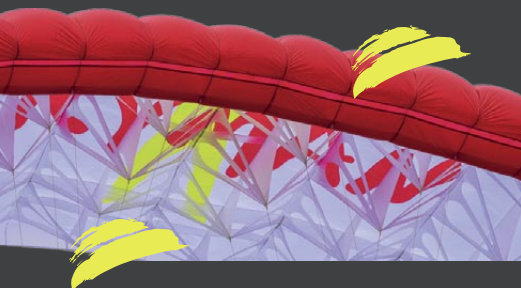
FUTUR HARNESS

- Successor to the GTO (not "light") in the >5 kg class (similar to Impress 4, Vissta...) with two rescue compartments and optional additional bracing similar to Race. Planned for summer 2025





LIVE YOUR
ADVENTURE



THE SIR EDMUND SHARK IS SKYMAN'S MOST POWERFUL SINGLE SKIN

hybrid single skin with 20% double surface



SIR EDMUND SHARK

most powerful single skin for

Hike & Fly

thermalling

short cross-country flights

www.skyman.aero

WOODY VALLEY Naos
details

Photo: Stefan Ungemach



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the dream-
catcher!
NYRA^{RS}

EN/LTF (MID) B | RAST | AR: 5.4 | Cells: 51 | from 3.7 kg **D-LITE**

Breaking boundaries to discover something new - that's every paraglider pilot's dream. The NYRA RS makes those dreams a reality. Are you ready?

Whether you're planning your first long cross-country flights, embarking on a thrilling hike-and-fly adventure, or exploring new destinations with your wing, the lightweight and versatile NYRA RS from our D-LITE series is your ideal companion.

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

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Supair Wild 2

SUPAIR

IN BRIEF

WILD 2

- Lightweight EN/D for X-Alps
- 3 certified sizes, from 65 to 103 kg
- 73 cells
- Weight: 3.2 – 3.55 kg
- Aspect ratio of 6.86
- Skytex 27
- Nitinol/plastic hybrid rods

ALP XALPS

- Tail shortened by about 20 cm for X-Alps rules



Photo: Stefan Ungemach



Supair Birdy 2

IN BRIEF

BIRDY 2

- High EN/A (positioned above the Eona)
- 6 sizes, from 50 to 130 kg
- 44 cells
- Aspect ratio of 5
- Weight: 4 kg in size M (75-95 kg)



photo: Advance

Advance Alpha 8 DLS

ADVANCE

IN BRIEF

ALPHA 8 CLASSIC

- EN A
- Available in 5 sizes, from 50 to 145 kg
- 38 cells
- Aspect ratio 4.8
- Weight: 4.55 kg in size 24 (60-95 kg)

ALPHA DLS

- Semi-light version
- Same specifications as the classic version, but with a weight of 3.85 kg in size 24

Advance Alpha 8



photo: Advance



Susi XPED

AIRDESIGN

IN BRIEF

SUSI XPED

- Ultra-light mountain wing with EN/C (EN/D in size 13), available in 3 sizes
- Weight: 1.62 - 2.06 kg
- Recommended take-off weight: 55-75 kg
- 34 cells
- Aspect ratio of 4.86
- Primarily designed for light pilots



photo: Air Design



IN BRIEF

HERO XPED

- Light evolution of the EN/D Hero 2 (not just a light version) for the X-Alps
- Weight: 2.8 - 3.3 kg in 4 sizes

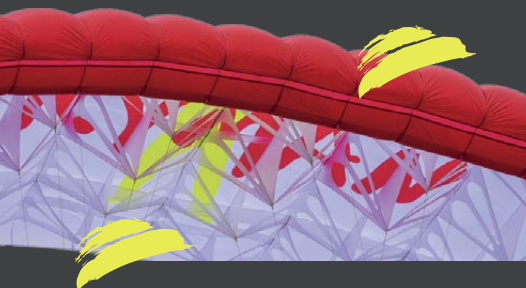
Air Design
designer
Professor Stefan
Stiegl'air:
Winglets on the
wing tips – and
now often on the
upper surface too
(as on the
Rise 5)...

photo: Sascha Burkhardt





LIVE YOUR
ADVENTURE



THE SIR EDMUND SHARK IS SKYMAN'S MOST POWERFUL SINGLE SKIN

hybrid single skin with 20% double surface



SIR EDMUND SHARK

most powerful single skin for

Hike & Fly

thermalling

short cross-country flights

www.skyman.aero

photo: Mac Para



free.aero
MAGAZINE
www.free.aero

Eden 8: now with winglets

MAC PARA

IN BRIEF

EDEN 8

- Semi-light EN B
- 6 sizes, from 60 to 145 kg (XL and XXL not yet certified)
- Weight: 4.35 kg in size S (70-90 kg)
- Aspect ratio 5.93
- 59 cells
- Winglets

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

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

www.free.aero



Team UP @ Stubai: cold...

UP

IN BRIEF

LHOTSE X

- 2.5-liner
- Aspect ratio 5.6
- 51 cells
- Weight 2.9 kg
- Ultra light
- EN B

MAKALU 5

- 3-liner
- Aspect ratio 5.3
- Weight 4.5 kg
- Cells: 46
- EN B



UP Lhotse X

photo: UP Paragliders

UP Makalu 5



photo: UP Paragliders

IN BRIEF

RIMO 2

- 3-liner
- Aspect ratio 4.9
- Weight 4.3 kg
- Cells: 42
- EN A

UP Rimo 2



photo: UP Paragliders

Windsriders.fr

Mountain&Flight

Ethic and awesome

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

- Paragliding
Down Jackets
Fill Power 700 cuin
- Flight Muffles

BECOME
A DEALER



Nova Vortex Photo: Nova

NOVA

IN BRIEF

VORTEX

- EN C two-liner
- Not just a light version of the Cortex, but a completely redesigned glider, especially in the outer wings
- Aspect ratio 6.1
- 65 cells
- Weight: 3.5 kg in size XS (75-95 kg)
- 4 sizes, from 60 to 110 kg





Nova Bion 3 Photo: Nova

IN BRIEF

BION 3

- 3rd generation tandem
- 4-liner
- Aspect ratio 5.3
- 51 cells
- Weight: 6.8 kg
- Currently available in only one size: 110-220 kg

CONCERTINA BAG ULTRALIGHT

- Ultra-lightweight cell pack (141 g)
- The wing can remain connected

PERFECT HIKE&FLY SET



Hike&Cruise (from 2.37 kg – 19, 22, 25 m²)

Techno 2023 (from 1.95 kg – S, M, L, XL)

DuraLight 2023 (from 0.45 kg – litres: 65, 75, 85)



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