

SKYWALK EMOTIONS MAGALOG 2015



PURE PASSION FOR FLYING

+++ Articles +++ News +++ Tips & Tricks +++ Products +++ Technology +++

CAYENNES ARRIBA X-ALPS2 RANGEAIR

Back to the roots!

Many different types of sports have enjoyed a »back to the roots« renaissance recently. Trekking, ski touring and stand-up paddling are all booming. More and more people are discovering the joy of sharing outdoor experiences in nature and in the mountains. The driving factor is often the desire to flee the hectic pace in the cities. And better equipment is the catalyst that allows not just the top athletes to enjoy a pleasant and safe day in the Great Outdoors.

Little wonder that this trend has also reached the paragliding scene. For several years now we have witnessed a trend opposed to the development of heavier gear for competition and XC pilots. Lightweight gliders and harnesses are appearing everywhere in the market. For years we have had compact gear suitable for everyday use that weighs less than eight kilos, yet allows us to do a lot more than just hike up a mountain and fly back down. Finally we can fit four gliders in the trunk again and when hitching a ride back to your car, you don't need to stand on road with a sack as big as a moving box. When traveling by plane you can even take lightweight gear on board as hand luggage.

Hike & Fly connects people – and makes new pilots get excited about our sport. But it also attracts back a lot of old hands who had lost their enthusiasm for higher, further, faster. Novices and pro pilots alike identify with this way of flying, which isn't surprising because it was the passion for simplicity that gave birth to our sport in the 80s.

At skywalk we are certain that Hike & Fly and traveling lightly are more than a trend. That's why both topics are in the focus of our new MAGALOG. We hope you enjoy a long winter's read!

Sincerely yours,
Arne and the skywalk team



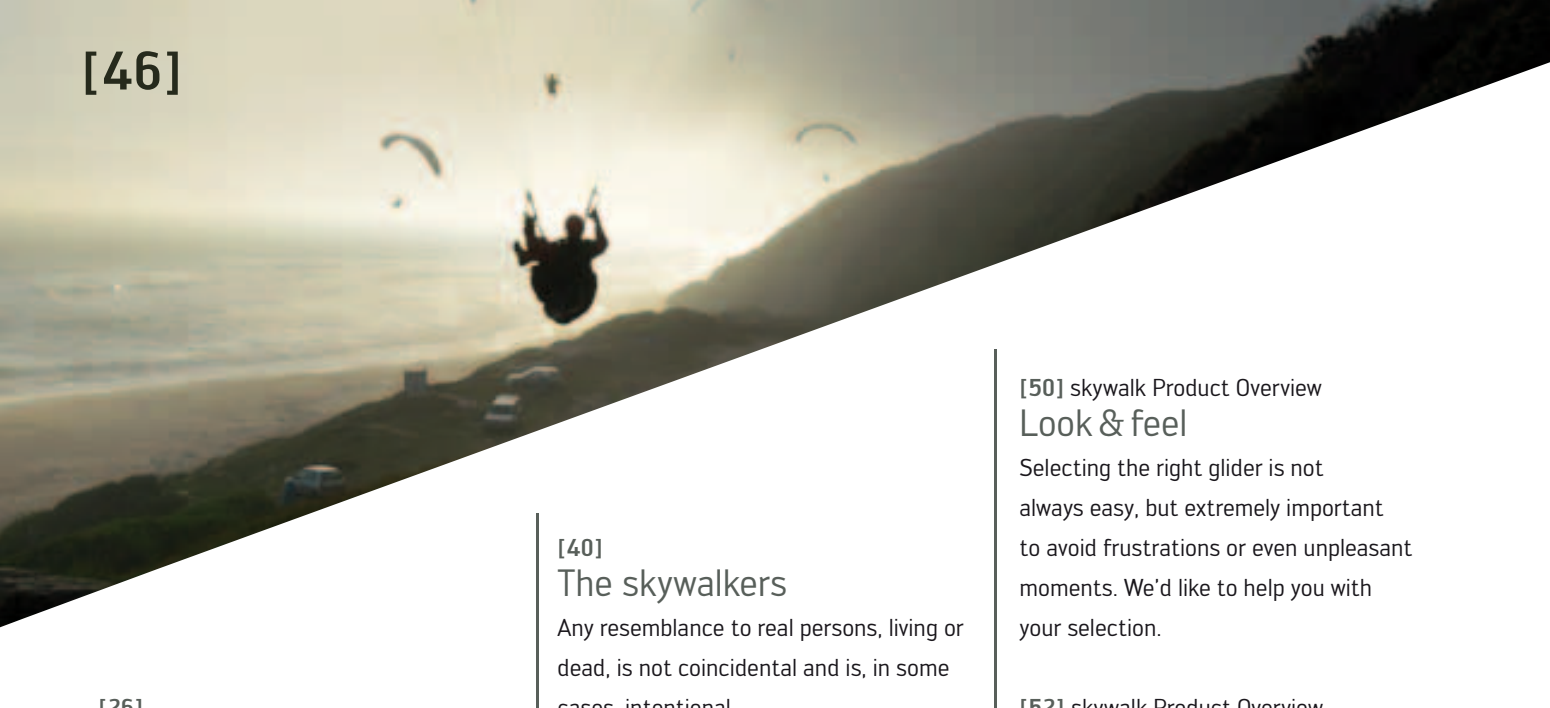


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Spot: Belliemi /Sicily
Photographer: Tristan Shu
Pilot: Benni Boelli



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Oliver Teubert has been at the top of the OLC for many years. With his CHILI3 he has flown circles around many comp wings. How does he prepare himself, which equipment does he use...? We asked him.

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Finding the right harness to fly in is just as important as your glider selection. In addition to our successful models CULT3 and CULT-C, we'd like to introduce you to our reversible harness FLEX and our super-light XC harness RANGE AIR.

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Useful items for everything around paragliding.

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For this moment

Arne Wehrlin enjoys one of those special moments that you can only experience while flying. In the fading sunlight, the skywalk co-founder takes advantage of a thermal inversion over Lake Lucerne.



Close Partnership

skywalk is the Exclusive Sponsor of the Red Bull X-Alps 2015

Expeditions, alpinism, adventure races. When you're considering equipment for extraordinary undertakings, skywalk is the supplier of choice. Our exclusive paraglider sponsorship of the Red Bull X-Alps 2015 underscores that claim. skywalk will support the organization team of the Red Bull X-Alps with our extensive knowledge of lightweight design and the best gliders and harnesses to ensure that their live coverage of the event stays close to the action. Several top athletes are competing with skywalk equipment, including of course our team pilot Paul Guschlbauer, who will once again be contending for a top position after his successes in 2011 and 2013. We even created a website just to track our Red Bull X-Alps activities.

Stay tuned!



video competition 2014



Once again it was a difficult decision to select a winner from the submitted videos. Thanks to all who participated!

The winners received prizes with a value of over €1700.

1st Place:
Björn Bundt

www.youtube.com/watch?v=5zAwghf55qE



2nd Place:
Robert Kovacs

<http://youtu.be/rBsFYnDrWyg>



3rd Place:
Nick Naujoks

<https://vimeo.com/110603895>



Safety first

skywalk Safety Training



Eki Maute and Jürgen Kraus are among the most experienced safety trainers in the world. And they know skywalk gliders like the backs of their hands. So it's no coincidence that the flying site just out the back door of Eki's Achensee Flight School is also the test site for our development team. Jürgen was a co-founder of skywalk back in 2000 and was responsible for R&D for many years. Together with his partner Christa Vogel, he now runs the flight school Grenzenlos («no limits») that specializes in safety trainings in the French paragliding el dorado Lac d'Annecy. In 2015 skywalk is offering two exclusive training courses for skywalk pilots conducted by experts Eki and Jürgen.

Course 1: with Eki Maute and the team of the Achensee Flight School: Achensee, Austria, 7 - 9 August, 3 days. Course fee € 460.

Course 2: with Jürgen Kraus and the team of the Grenzenlos Flight School: Lac d'Annecy, France. 12 - 18 September. Course fee € 590.

Under the guidance of Eki and Jürgen, course participants will explore the limits of their gliders, including learning specific characteristics of individual skywalk models. In addition to rapid descent maneuvers, parachutal stalls, full stalls, spins and collapses, participants can also elect to train some freestyle maneuvers. Presentations and discussion rounds with members of the skywalk crew will top off the program. You can register for the courses directly with skywalk at performancetraining@skywalk.org.

Bonus: participants of the 3-day training will receive a functional shirt from the new SALEWA X-Alps Edition with a value of € 65. Participants of the 3-day training will receive a Polarlite jacket with a value of € 120 from the new skywalk-SALEWA Alpine Speed Collection 2015.

Important Dates in 2015

- > 28 February
Thermik Fair, Sindelfingen, Germany
- > 06 – 08 March
Stubai Cup, Neustift, Austria
- > 04 – 07 June
Super Paragliding Festival, Kössen, Austria
- > 05 – 17 July
Red Bull X-Alps, Salzburg to Monaco
- > 17 – 20 September
Coupe Icare, St. Hilaire, France



Too Beautiful for the Showroom

Alpine Speed Collection 2015

skywalk has enjoyed a good reputation as specialist for lightweight equipment for some time now. In cooperation with the leading mountain sportswear maker SALEWA, skywalk now offers a matching line of sportswear. The complete collection can be seen in the MINIOLOG on pages 20 to 24.

Adventure, alpinism, Hike & Fly, expeditions. A top priority for years at skywalk has been to make lightweight equipment designed to meet extreme requirements. Founded in 1935, SALEWA is the most traditional manufacturer of mountain sportswear, making everything from anoraks to tents. Both brands share the passion for mountain adventures. In an exclusive cooperation, SALEWA is now producing a special version of its »Alpine Speed« collection especially for skywalk. skywalk athlete Paul Guschlbauer will be wearing this functional sportswear during his expeditions. The »Alpine Speed« collection will be available from all skywalk dealers or from the skywalk webshop in spring 2015.

In addition, both SALEWA and skywalk are sponsors of the Red Bull X-Alps 2015. Plenty more joint projects are planned – stay tuned for more information!
shop.skywalk.info



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sempre dritto...

On an expedition between Europe and Africa



*Sicily. An island between
two continents with a long history
and fantastic atmosphere.
And a mostly still undiscovered
paradise for paragliders...*

Text: Christoph Kirsch | Photos: Tristan Shu

While exploring the lines of longitude and latitude on a map of Europe, our fingers are magically drawn to an island between Europe and Africa. Gerhard, Alex, Benni, Rolf and I look at each other skeptically. Sicily? We immediately think of its lava-spewing volcano Etna and mafia-city Corleone. But we don't know a single site for paraglider pilots.

Suddenly we are standing at Munich airport, waiting for our flight to Palermo like a bunch of curious teenagers with their

first Interrail ticket. We don't really know what to expect. We had been searching for a spot that would take our minds off the grey gloom of the central European November. T-shirt weather, laminar wind and good thermals. Andalusia, the Canary Islands and the Turkish Riviera are all known for this. So what attracted us so magically along the meridian line to the south?

We land in Palermo shortly before midnight. As usual, the flight takes longer than expected, but as compensation we

are greeted by warm Mediterranean air and our two guides Adriano and Giuliano. With exuberant joy they invite us to have a seat in a dented 9-seat minibus organized by the car rental agency. As a rental car in Germany it would be unthinkable, but it's perfect for a safari as we will discover in the next few days. The drive through Palermo gives us our first impressions of this metropolis of 500,000 residents. Streets and sidewalks are pulsating with life. There is no right of way. Two-lane streets become four-lane boulevards. Scooters

squeeze in from left and right. Unbelievable how they find their way through five or six lane traffic in the sea of cars. It's living chaos. We're tired from the flight and happy that it's not us but rather Adriano coolly weaving the bus through this pulsating city. »Sempre dritto!« he says calmly. »Always straight ahead!« will become the motto of our trip.

The »Great Mountain«

The next morning we awake to sunshine and light cirrus clouds. It looks like a mediocre



>> » It looks better up higher...«

Alex Höllwarth searching for a »thistle-free« place to launch. .

>> Sempre dritto – always straight ahead! Easy cruising on bar along the ridge.





>> On an expedition. Spring thermals on Montagna Grande - in the middle of winter.

>> Fun in the sun: the CAYENNES reacts to the slightest upwind.



>> Giuliano and Adriano.
Without our friendly guides we would have been completely lost.

flying day, so our expectations are low. With the exception of our two developers Alex and Benni, none of us has flown the new sport class flagship CAYENNE5, so we would all be satisfied with a nice introductory flight. But as things often happen when flying, the day turns out quite differently from what we expect.

The »Great Mountain« promises what its name suggests. Out of nothing, little cumulus clouds begin to appear over the Montagna Grande and the plateau in front of it. The first puffs of warm air that we turn in quickly develop into powerful thermals. We spend two hours flying in the finest thermals around the local mountain of

the Palermo flying community, killing off our altitude gained with wingovers before circling back up to cloud base. At this point it becomes clear to us that Sicily is not just some tiny island – rather, it is an expansive micro-continent with a fascinating landscape that could easily serve as the setting for a Sergio Leone western. Hilly strips of land stretching to the horizon are cut through by rocky mountain ranges, all speckled with little villages and farms. Just like in »A Fistful of Dollars«.

I am blown away. The new CAYENNE5 is exactly the sport class glider that I always dreamt about. Short, crisp brake travel, precise handling and enough energy in every

situation to position the wing perfectly in thermals! »Sempre dritto!« - even on bar the CAYENNE5 cuts a clean line, reminding me of a comp wing. Rolf and I land with broad smiles on our faces while Alex, who developed the glider, eyeballs us from a safe distance. His smile betrays the fact that he knows that his new baby has just cured the long withdrawal symptoms suffered by two guys infected with the flying virus...

When Night Becomes Day

Palermo’s old town becomes a party mile on the weekend. The whole city seems to be out partying in the streets. Traffic comes to a standstill, but Giuliano, who has taken over the wheel today, always manages to find the right gap and avoid collisions in the narrow alleys that we thought certain.

Giuliano seems to know everyone in this city, whether it’s the guard from the parking lot to whom he gives a few coins or the bartender who immediately clears us a table. We’re surrounded by artists, workers, doctors, lawyers and the prettiest girls of Palermo. We saunter through the night as if we’ve been part of the ritual for years of this magic city whose dilapidated houses are held together by scaffolding and steel bands. The alleys are pulsing, bands are play in the bars, and the night becomes day. As we make our way back to the hotel, the first



>> Flashed!

Sunset soaring at Belliemi.

A first class site.



signs of dawn appear. We've lost Tristan, our photographer. He disappeared at some point in the darkness into the arms of a Sicilian beauty.

Spring Fever

When Adriano picks us up at the hotel, all he finds is a tired regiment with half-opened eyes and coarse voices. Tristan has managed to find his way home, grinning ear to ear. You can't tell from our expressions, but we're happy to have an extra hour to dose off on the way to today's flying site. But our tiredness quickly wears

off when we feel the laminar updrafts of the north side of the Kumeta! The gentle slopes are tempting for touch & go flying and all sorts of glider games. The soaring isn't any better in Castellucio or on Monte Cucco in the best of conditions! This place is a dream. We spend hours darting across the green meadows with the new CAYENNE. The magic of this place becomes clear later in the afternoon when the wind changes and we switch to the south launch site. The kilometer long ridge is the starting point of many XC flights in Sicily and this November day gives a little

impression of the XC potential of Kumeta. »Sempre dritto!« - wingtip on wingtip we fly in lightly ascending air along the ridge. So what is this place like in April?

Flashed

Adriano and Giuliano have a treat waiting for us. In Cefalù we land right on the beach. Belliemi is a first-class soaring site that doesn't show its best side until the evening. Tristan pulls out his flash and freezes the epic moments. Benni and Alex really let loose, pulling one wingover after the next over Tristan's head until his batteries are empty.

And suddenly, our week in Sicily draws to an end. Wistfully we leave this magical place knowing that we've only managed to have a peek at the endless possibilities of this fascinating island. In Munich we are greeted by rainy autumn weather. It's high time to board the next flight back to Palermo...

- >> *Fives sites near Palermo:*
[1] Montagna Grande
[2] Kumeta
[3] Belliemi
[4] Cefalù
[5] Monte Inici

>> *A special treat. Evening flight over the old town of Cefalù right down to the beach.*

Diamond in the rough

Sicily is an undiscovered jewel. Within a short distance of the capital city of Palermo there are 30 flying sites just waiting to be discovered. Many launch sites are hard to find and are reachable only via bumpy roads. The help of a guide is highly recommended. Also, don't underestimate the distances between sites. If you only have a week, it's better to concentrate on just one region.

The country and its people

Sicily is the largest island in the Mediterranean Sea and is located at about the same latitude as Gibraltar, Europe's southernmost point. It's only 150 kilometers to the Africa coast. With nearly five million residents, Sicily is also one of the most important regions in Italy. Palermo alone has over 650,000 residents. The exodus from the countryside after World War Two caused the city to grow enormously. Earthquakes, volcanic eruptions and the war have left their mark. Destruction and rebuilding are important parts of many places and tourist attractions.

When to go

You can fly in Sicily 365 days a year. In the summer it is extremely hot and the heat in the center of the island is responsible for strong wind currents. September and October are ideal to extend the European flying season. Winter also offers good thermal flying days, but the weather can be changeable and the selection of the right site takes a lot of experience.

Guides

Adriano Patti offers perfectly organized trips. The friendly flight instructor runs the »Academia Siciliana Volo Libero« in Palermo, website: www.asvl.it. If you want to explore Sicily on your own, you can find valuable tips from 2005 on the website of Dominik Bernhard (who passed away in 2006) at www.unterwex.ch/PgSicilia.htm.

XC flying

The XContest server offers a lot of information about good flying sites, XC flights and record flights via its regional filter for Sicily. The Sicilian record is 147 kilometers set in spring 2014. skywalk team pilot Giuliano Minutella has proved that 60 kilometer flights are also possible in December.



The X-MAN

Photos: Red Bull Content Pool | skywalk



»The X-Alps 2015 will be the most exciting and most interesting race that we have ever experienced«

Paul Guschlbauer

The Red Bull X-Alps is the race of races – far beyond the world of paragliding. With two successful races behind him, skywalk team and test pilot Paul Guschlbauer is one of the most experienced athletes. Here he gives us an impression of what the participants in the seventh edition in summer 2015 can expect.

▲: In 2015 the X-Alps will take place for the seventh time. What's new?

Paul: The first thing I notice is the many new faces in the starting field – long before I think of the rules or the still to be defined route. Only 12 of the 32 slots were awarded to athletes who already have X-Alps experience. All others are new participants and most have already shown what they can do through a variety of completely different adventures. I'm really pleased to see that two women are joining us this year. We already know that Yvonne Dathe is an extremely good pilot. Dawn Westrum is a member of the US

paragliding team and regularly runs ultra marathons. I personally consider Sebastian Huber to have an extremely good chance at placing high in the ranking. He's a great guy who comes from running sports and who has won several Hike & Fly competitions in recent years. In the fall he traveled along the course to Monaco on his own as a training exercise. Another interesting candidate is Petiot Gaspard whose experience speaks for itself. We'll see if his brother also gets involved in the X-Alps. He's considered to be equally strong and both have applied.

A look at the rules shows that some changes have been made. Officially, a team is made up of an athlete and a supporter. In 2013 a second helper was allowed to handle all the media work. This part of the rules has now been written more openly. There is no longer a restriction that prohibits athletes from receiving assistance from third parties. Another new rule is that each team this year is required to document each day with the camera for at least 30 minutes. This will ensure that fans in the internet and the TV summary have the chance to experience live every-

thing that is happening. The live-tracking has also been developed further and will give fans even more detailed insight into the prevailing conditions.

Not quite new but still interesting is the night pass. If an athlete decides to use it, he or she doesn't have to take the mandatory break between 10:30 pm and 5:00 am. This can be used to a great advantage, but it can also unnecessarily waste a lot of energy if used at the wrong time. That's what happened to Tom de Dorlodot two years ago. On the third day he hiked the whole night through and was able to gain some distance on his competitors, but had to sit and watch the next day as Kaoru »Ogi« Ogisawa passed him with about four circles in a thermal...

▲: There is still half a year left before the start. How are you training for this race?

Paul: In 2011 and 2013 I was able to gain experience from two very contrary races. In 2011 the weather was bad more often than good, while in 2013 it was unusually good. My third place in 2011 made me believe that my strategy of plan-

Paul Guschlbauer's training for the X-Alps 2015 is in full swing. The partnership with his sponsor Red Bull is allowing him some unusual opportunities. Paul used the time before Christmas for a two-week trip to Mexico where he trained at an elevation of 4000 meters. At the end of the trip he took part in a special kind of triathlon: The »Aerothlon« consists of a mountain run of six kilometers and 750 vertical meters, a paragliding task with two turning points, and an 11 kilometer mountain bike race to the finish. After his victory the previous year, Paul was also able to win the 2014 race. After about an hour and a half he was the first athlete to cross the finish line. Paul won not just in the individual classification - he also left all of the relay teams in the dust. This feat was especially remarkable because among the participating athletes were former Olympic athletes, ultra runners and Xterra world champions.



Information:
www.aerothlon.com



>> Flying..., hiking..., hiking..., flying...

Training for the X-Alps is extremely strenuous and time consuming.

That takes a lot of idealism and potent sponsors.

>> Paul Guschlbauer measures up.

His equipment for the X-Alps weighs less than 10 kilos.

His bet for the total weight including glider, harness, rescue chute and rucksack: significantly less than six kilos!

>> Training together:

Paul Guschlbauer and Thomas de Dorlodot practice »top landings« in Berchtesgaden.



ning an exact route was a guarantee of success. That's why I tried that again in 2013. But what I didn't take into account was: an exact route plan with a concrete idea of how the race will go comes at the price of flexibility – and flexibility is exactly what I needed in 2013 because of the usually good flying conditions. Today I believe that good preparation means to be aware of all your options, but to use them with the greatest amount of freedom.

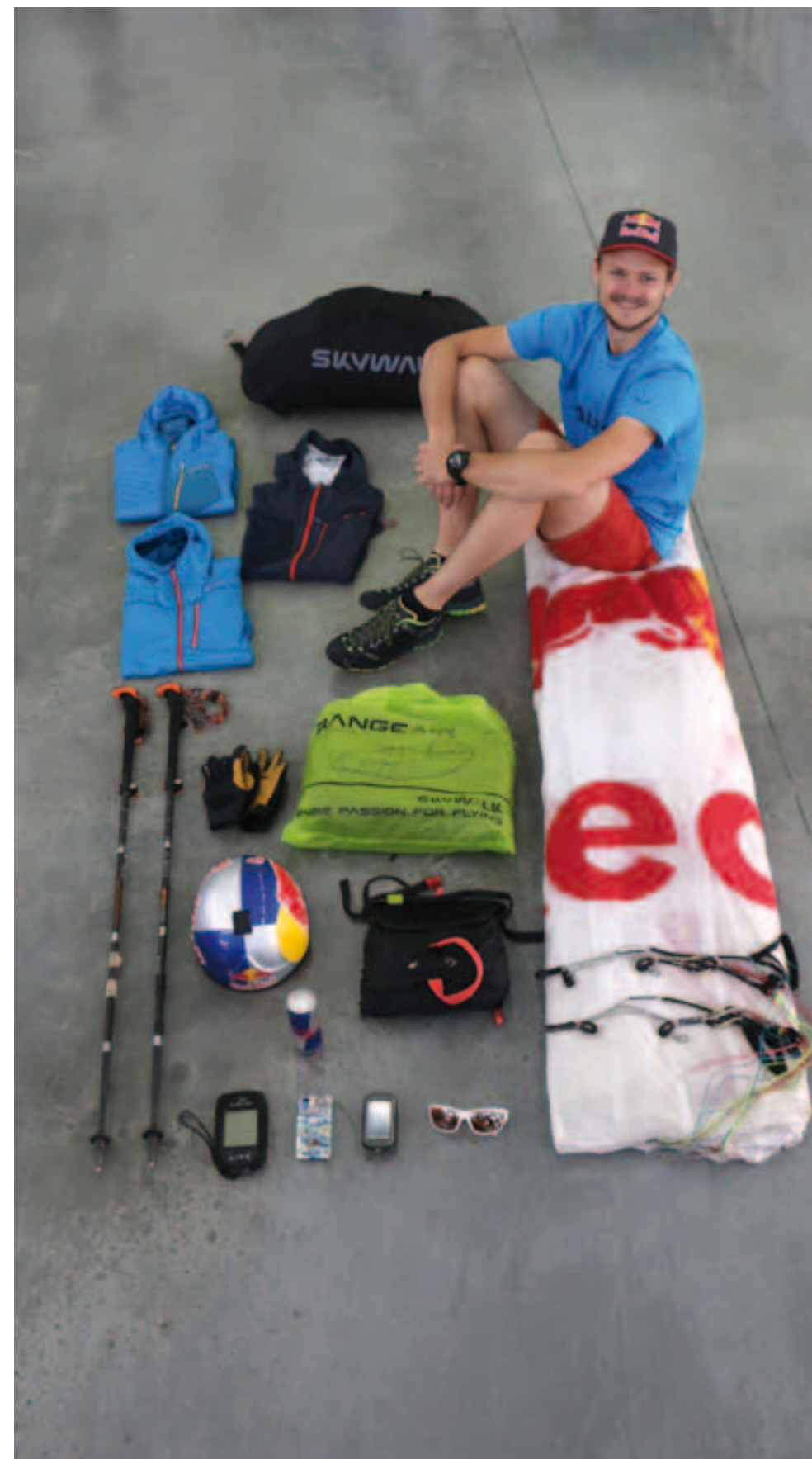
With the project »Adriatic Circle« in 2014, Tom de Dorlodot and I learned some completely new things about Hike & Fly. We walked a lot and thought a lot about possible routes through unknown terrain. We often had to search for launch sites and had lots of great flights but also a lot of bad weather. We probably made the very first crossing of the Apennines on foot and by paraglider and were able to gather lots of what counts most in the X-Alps: experience.

With SALEWA I have a sponsor that covers the whole spectrum of outdoor sports – from Gore Text to crampons. This will definitely give me a leg up. I'm also really

motivated by the thought of working with my new supporter Werner Strittl, an extremely fit experiential coach. The team has to work perfectly together and to achieve this, we plan to gather as much joint experience as possible, for example with the Bordairline, mountain tours and Hike & Fly. In the winter I will spend a few weeks flying in warmer climates and will pursue my hobbies of ski touring and trailrunning. In the springtime I will of course do some XC flying and will test our new X-Alps glider!

▲: For some time now all X-Alps athletes have been using super lightweight equipment. Will this development continue?

Paul: The development in recent years has been really impressive: in 2011 I flew a pure prototype that weighed about four kilos. In 2013 I had a mature glider with EN-D certification that later became a serial product. At just 3.5 kg, the X-Alps 2013 was probably the lightest glider in the starting field. The same is true of the harness. In 2011 I used a »lightweight« homemade prototype that weight 1.5 kg and in 2013 I had an EN-certified 1.1 kg harness that we at skywalk later de-



Find out more about Paul Guschlbauer's X-Alps training at:

facebook.com/guschlbauer.paul

and www.paulguschlbauer.at



veloped into the lightest fully enclosed harness in the world – the RANGE AIR. Right now we're working on a new X-Alps glider and a new harness with all certifications for the series. The skywalk team members working on the X-Alps project do so with a lot of passion and motivation. We're focusing on two factors this year: safety and a broad range of use. Our new X-Alps glider and our new harness both will be certified. I'm certain that in 2015 the skywalk team pilots will start the race with extremely lightweight and good material. My bet for the total weight including glider, harness, rescue chute and rucksack: less than six kilos!

▲: What can we expect from the Red Bull X-Alps 2015?

Paul: This may sound a bit trite, but I'm willing to bet that the X-Alps 2015 will be the most exciting and interesting race that we have ever experienced. The field of athletes is perfectly set up with pilots who have done an impressive job of proving their abilities in every adventure imaginable. With so many new, motivated people who can't wait to meet the challenge, we can expect to see a lot of interesting tactical decisions. ▲



So what does the race director actually DO while the 40 teams of the Red Bull X-Alps fly and hike to Monaco?

» **X-Alps** stands for what paragliding was originally meant to be! «



We spoke with Christoph Weber.

On Motivation

»The Red Bull X-Alps are the most brilliant race there is in this sport. To be able to make an event like this happen and see that it's working is just incredible! For me this is a labor of love. I find it important to show all that is possible with a paraglider today. Or to get the idea across that you can set off on foot in Salzburg today and arrive seven days later in Monaco on the Mediterranean Sea.«

On Fascination

»The brilliant thing about the X-Alps is that the original concept still works today. The rules are so simple that you can explain them in one sentence. X-Alps stands for what paragliding was originally meant to be. To pack all of that into a race for me is the highest fascination.«

On Emotions

»As race director, when you have to be the bearer of bad news, that can be bitter. In 2011 we had to disqualify the Japanese pilot Ogi Ogisawa because he flew too far into controlled airspace. It hurt me to have to tell him that his race was over. We also had to sanction Chrigel Maurer. He flew only a meter too far into controlled airspace. But you have to call it when it happens, and out means out. It makes it easier when the rules are clearly defined at the beginning. Much more difficult are medical decisions. Sometimes the athletes aren't able to judge their own physical condition. Luckily I have our race doctor and medical team to help me with these decisions.«

On Tactics

»We're going to have a great race again in 2015. Never before did we have so many interesting faces! During the selection of the athletes we looked especially closely at their flying and athletic abilities. For the first time there are two women in the field and I'm really curious to see how well they do. It will also be interesting to see how the less experienced athletes handle their endurance. In the X-Alps it's extremely important not to expend all your energy in the first 1-2 days and then not have anything left to give for the rest of the race. I will do my best to ensure that all athletes arrive safely in Monaco.«



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Vive la France!

▲: Bon jour at the Coupe Icare!

How do you like this event?

The Coupe Icare is the largest event in the flying sports scene and very important for our sport. Naturally for us it means a lot of work. We stay at our booth all four days because this is where we meet our most important partners. On the other hand the atmosphere is really impressive every year and we have the chance to meet our friends from all over the world.

▲: France is considered the cradle of flying sports. Is the French market different from other markets?

Every market is special. At the end of the day we all share the same passion – with a few differences of philosophy. The secret to be successful as a manufacturer or importer is to know exactly how a market ticks. This is also true for the French market. Paragliding was born in France. You can feel that even today. Most trends still come from France, whether it's lightweight design, Hike & Fly or speedriding. What I really like is the fact that paragliding in France is still »vol libre«. Each pilot is responsible for himself and can decide how he wishes to practice the sport. In France we don't try to protect pilots with regulations. The French paragliding organization supports this. The insurance offered by the organization

is valid for all pilots regardless of whether they have a license or not or whether or not they fly a certified glider. It's the pilot who is responsible. We try to pass this spirit on to each new pilot when he first enters a flight school. The importance of respecting others and respecting your own limits. This philosophy protects our sport from overregulation and guarantees us our freedom.

▲: In 2013 you became skywalk's sales agent in France. Why?

Back then we test flew the MESCAL. The glider is a fantastic wing for training. There have only been a few such wings in the history of this sport. In general we appreciate Alex Höllwarth very much and the way he and his team at skywalk design gliders. They don't spend a lot of timing observing what competitors are doing and don't blindly follow commercial trends. They develop gliders that they themselves enjoy flying. You can feel that! skywalk has a lot heart. When we took over responsibility for sales, skywalk wasn't well represented in France. Convincing good dealers and flight schools of the brand meant a lot of work. Right now things are going well. Whoever knows skywalk recognizes the potential of the brand and its products. We are convinced of this and for this reason we're looking forward to the next few years. I personally like gliders that climb well, flying harmoniously in thermals, glide well against the wind and react nicely to the speed bar. skywalk gliders offer all of these.

▲: How do you see the development in the paragliding market in general?

We're going back to our roots: Hike & Fly! With the difference that Hike & Fly means more than just a nice glide down. Hike & Fly is conquering alpinism, traveling, XC flying and even comp flying. There is a huge potential here because classic competitions outside of the comp scene are attracting fewer people. They continue to maintain an unbelievable level of sportsmanship, but the complex rules are becoming harder to understand. The Hike & Fly trend is changing the sport in a sustainable way. A Hike & Fly day with your best friends is more intense than a day at a normal flying site. Your ego is less important because the focus is on the shared experience in nature.

Safety is also more important. For example, launch technique is very important to make sure everyone successfully takes off even in difficult conditions. Hike & Fly pilots are more concerned about their equipment – a day on the practice slope can be more effective than a SIV course.

▲: France offers a huge variety of landscapes. Which spots do you like best?

Naturally Annecy - because I live there! And naturally Chamonix with Mont Blanc. But seriously, paragliding is magical and offers so many different moments. And France has the whole spectrum. On a good XC day in the Alps you can fly in several different areas. In the south of France the weather is fantastic and you

can do some great XC flying there. In Normandy and Brittany there are wonderful coastal soaring sites. Twenty years ago my best friend and I went flying right after surfing. I personally try to go to sites where there are few people. That's why I like Hike & Fly tours in the northern Alps or in the Pyrenees. For Speedflying of course I like to go to sites with a lot of high elevation: the best are Val d'Isère, Les Arcs and Les Deux Alpes.

▲: And finally, what advice would you give to pilots who come to France to fly?

Visit different flying sites and don't just go to the large sites. Here in France there are so many wonderful smaller flying sites!

▲: In that case, »bon voyage!«

>> »Excursion« with friends against the impressive backdrop of the Mont Blanc massif.



One look is all it takes: This harness is high-tech. skywalk's new lightweight harness RANGE AIR gets top marks in weight, packing volume, aerodynamics and safety. But the RANGE AIR is also proof of the importance in paraglider development of the combination of years of experience, latest CAD technology, and most of all a passion for details.



Lighter than the RANGE AIR

Just a few seconds after inflation the protector is filled. A short time later the spoiler assumes its aerodynamic shape behind the pilot's shoulders. In almost no time at all a little sack the size of a handbag is transformed into a purebred, fully enclosed XC and comp harness with top-notch aerodynamics. At 1.9 kilograms (size S: pilot < 1,70 m) the RANGE AIR is currently one of the lightest pod harnesses on the market. Even the size L, meant for pilots 1.90 meters tall and 100 kilograms heavy, weighs only 2.3 kilos. But what looks so simple yet ingenious in the air is the result of extensive development work.

Peter's Secret Project

Behind the genius of the RANGE AIR is skywalk's harness mastermind Peter Müller – an avid outdoor enthusiast who prefers to hike up to launch with his glider on

his back. Now and then he takes part in Hike & Fly competitions. His passions are weight optimization and aerodynamics. Sometimes he sits for hours after work in the shop, sketching new harnesses on the PC, cutting weight gram for gram from prototype samples, or fine-tuning the airflow over the ram-air intake cover.

The Plan

Lift – quite literally – is what Peter's work got out of Paul Guschbauer's second time participating in the X-Alps 2013. Thanks to Peter's groundwork, Paul began the race on July 7 in Salzburg with a pod harness that weighed only 1.2 kilos. This unique harness was, of course, miles away from a series product suitable for daily use. But the idea of realizing a pod harness that would allow XC and weekend pilots hours of carefree flying even in hard thermals, was enticing.

The RANGE AIR offers a unique concept. An air-filled outer shell made of tough Ripstop fabric creates the aerodynamic shape and also forms the protector that provides a maximum of safety and satisfies all certification norms. Inside is a seat shell that has been computer optimized and perfected during countless flights. Unlike previous hammock concepts, the »3D single layer main seat« adapts itself perfectly to your body. You only need to make a few adjustments to find the perfect fit. Three straps reachable in flight allow you to adjust the back support, and you can use additional straps and a leg stirrup to adjust your leg length and position in the aerodynamic pod.

Wind Tunnel Development

Just how much performance advantage a pod harness can offer was analyzed by skywalk during development of the RANGE2.

Air

Text: Manfred Kistler | Photos: skywalk

The goal of the test in the Daimler wind tunnel in Stuttgart was to improve the aerodynamics over those of its predecessor, the RANGE.

New performance gains by paragliders means that harnesses regularly have to play catch up. The better the glide performance the greater the influence of the harness. Ideally, drag increases with the square of speed. An optimized and perfectly adjusted reclining harness can add as much as +2 to a wing's glide ratio (L/D) versus flying with a normal seat harness – substantially more than the performance difference between glider classifications! Data gathered during tests on the RANGE2 identified areas for potential improvement. In particular, the area above the shoulders and behind the head of the pilot were found to be less than ideal. The RANGE AIR takes an important step forward here.

Harness mastermind Peter Müller
on challenges and solutions:



»The greatest technical challenge during the development of the RANGE AIR was to make the single layer as comfortable as possible - like a harness with foam reinforcements in the back. It was also quite a task to keep the outside material free of wrinkles as it gets its shape only from internal air pressure and not from stiffening elements like a large foam protector. Another exciting part was the airbag certification. There were times when I built 4-5 different protectors in a single day to try and to find the best compromise between thickness and damping value. In the end we passed certification with flying colors with a value of 21g. The load test was child's play in comparison. The LIROS XTR material is actually completely over dimensioned. But the wide straps give you a feeling of confidence, which is important when you're flying in a two-kilo harness over the Alps!«

Building on the experience of the X-Alps 2013, we set out to construct a very lightweight and very small and compressible reclining harness that is both perfectly aerodynamic and at the same time offers a maximum safety factor. The result is the RANGE AIR with LTF/EN certification. Inspired by and tested during the X-Alps 2013, further developed in our R&D lab and tuned in the wind tunnel at Daimler.

Manfred Nebel, aerodynamics expert at Daimler and skywalk team pilots Oliver Teubert and Reiner Braun were heavily involved in the RANGE AIR Project.

Using modern CAD and simulations tools, Peter Müller was able to run through a variety of scenarios and minimize the energy-robbing vortices at the pilot's back. While the RANGE AIR appears bulky at first, its shape actually improves the airflow substantially. In aeronautical engineering, slender doesn't always mean aerodynamic. Peter Müller was able to approach the ideal teardrop shape by creating an aerodynamic body from RipStop fabric that maintains its shape by means of ram-air pressure. The result is not only perfect aerodynamics, but also extremely low weight. To create the smallest possible packing volume, the air bag protector also uses the ram-air principle. When correctly adjusted and

flown in the right reclining position, the RANGE AIR has a Cd value of only about 0.27! In comparison: the very good Cd value of the RANGE2 reclining harness is about 0.31, or about 10% higher. Since the frontal area only increased by 0.02 m², the total reduction in drag amounts to about 10 %.

Reduce to the max

Eliminating the classic seat board led to a polarization of the skywalk development team. Not everyone was able to imagine flying comfortably for hours without a seat board. But when Armin Harich chose the RANGE AIR last year for his record attempts, all doubts vanished. His impressive 300 km record flight convinced the last

skeptics in the team and Peter Müller of its everyday suitability. The RANGE AIR concept is compelling: extremely light weight, sensationally small packing volume, attractive seating comfort and optimized aerodynamics. Combine those factors with excellent protector damping values and you have an unbeatable package in the RANGE AIR. The one-year development

time paid off. Huge rucksacks with heavy XC equipment belong to the past now. The RANGE AIR is a must have for every pilot who wants to optimize his or her equipment in terms of weight and aerodynamics. Admittedly the RANGE AIR polarizes people. Its shape is unusual with its wide rear fairing and high neck spoiler. But as is so often the case with technology, »form

follows function«. There simply is no better fully enclosed lightweight harness. We are currently working on a prototype for the next X-Alps. Our goal is to go significantly below one kilo – we'll see how that works out. ▲

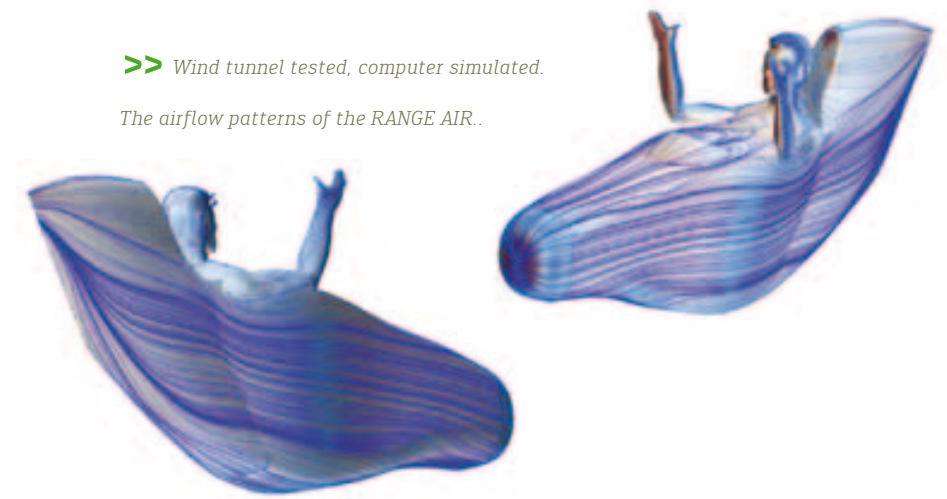
Comparison of performance gain among different harness types through improved aerodynamics

	Cd Value	Drag in N	Resulting L/D
Upright seat harness	0,53	34	8
Reclining harness like RANGE2	0,31	12	9,8
RANGE AIR	0,27	10.8	10,2

These values are valid for an EN-B glider. The more high-performance the glider, the greater the difference in the resulting L/D.

>> Wind tunnel tested, computer simulated.

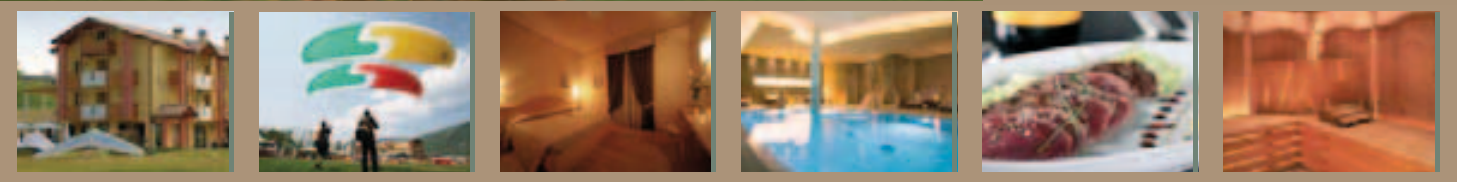
The airflow patterns of the RANGE AIR..



>> Visible in the computer graphic: The seat shell is embedded in the interior of the harness, allowing an optimal weight distribution and sitting comfort without pressure points.



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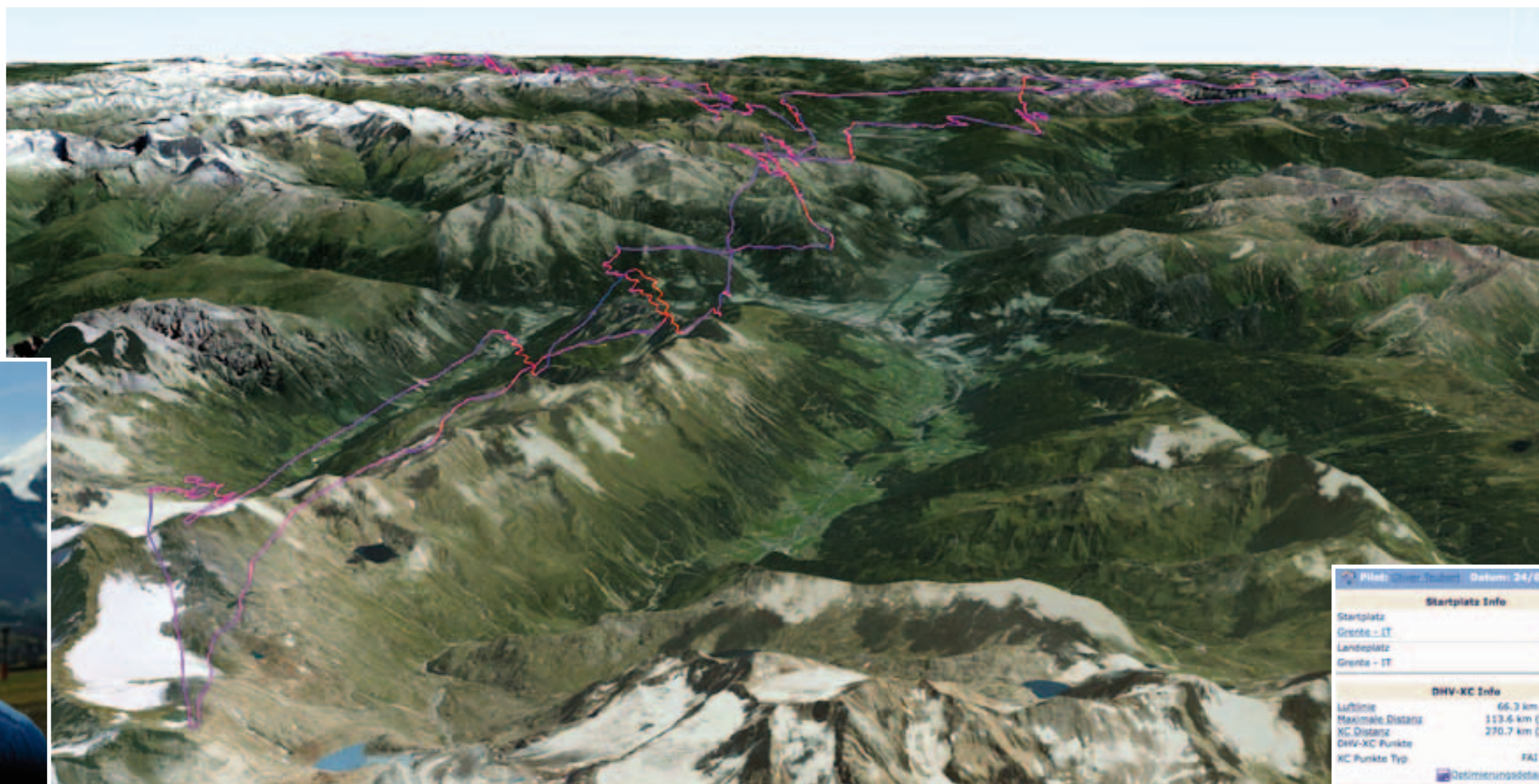


Sun

The term »white gold« has been redefined in winter 2014-2015. Michael Schneider enjoys a few sunny hours over a sea of fog.

271 km – extra spicy!

Flying a 270 km FAI triangle definitely makes a statement. Oliver Teubert flew one with the EN-B certified CHILI3. We asked him how he did it...



Startplatz Info		[< > Gleitschirm]	
Startplatz	9:38:59	Chili 3	
Gründe - IT			
Landeplatz	20:48:04		
Gründe - IT			
DHV-XC Info		Flug Info	
Luftlinie	66.3 km (5.9 km/h)	Dauer	11:10:05
Maximale Distanz	113.6 km (10.9 km/h)	Maximales Steigen	6.5 m/sec
XC Distanz	270.7 km (26.2 km/h)	Maximales Sinken	-4.2 m/sec
DHV-XC Punkte	541.49	Grösste Höhe (über NN)	3687 m
XC Punkte Typ	FAI Dreieck	Minimale Höhe (über NN)	1262 m
		Start Höhe (über NN)	2238 m
		Höhen Zugewinn	1449 m
		Maximale Geschwindigkeit	61.5 km/h
		Durchschnittsgeschw. (Luft)	22.5 km/h

Oliver Teubert is a phenomenon. The busy engineer has little time to devote to his favorite hobby. That means making the most of good XC days! Oliver cranked up his personal best to 271 kilometers with a triangle flight in South Tyrol (Italy) in May 2014.

Photos: W. Ehn | O. Teubert | Google Earth

▲: Hi Oliver. Congratulations on your sensational XC flights. So how do you prepare for them?

Oliver: That's simple. After the flight is before the flight. For me, preparations for the next flight start right after the landing. There is no flight that doesn't have improvement potential.

Like every XC pilot I keep an eye on the XC servers. I don't look for thermal sources as much as special variations or areas in which someone was especially fast. Sharing experiences with other pilots is also helpful. My motto is: don't make the same mistake twice, even if I sometimes do. And unfortunately I do make mistakes sometimes. Watching other pilots can

often help you understand how you could have done it better. Google Earth and XCPlanner are good tools to optimize a route. I use them to develop scenarios for certain weather situations. In most cases I use my standard route because it's usually the fastest, but I always want to keep several options in the back of my head. Then, when the right day comes, I make

use of these options. I also consider in advance where to set my turning points. But what interests me the most is the FAI sectors. I use my SeeYou Mobile during the flight to determine exactly where I turn.



▲: And when the mega-day arrives, how do you choose the optimum starting point?

Oliver: That is the one of the toughest decisions leading up to a great forecasted day! I try to consider where I can likely fly the farthest. I study many different weather reports. I also try to share thoughts and ideas with other XC pilots, but my final decision I make intuitively. I also limit myself to certain regions because with the large distances in the Alps you can't just spontaneously be in the right place at the right time.

▲: For your longest triangle so far, a 271 km FAI, you chose South Tyrol in Italy as your starting point. Why?

The decision for Grente (near Bruneck) was a typical case of intuition. The weather forecasts were mixed. The prognosis temps pointed to a good day on the south side of the Alps. But there was still the question of rain showers during the night in Bruneck that would delay the start of thermals the next day. After some consideration we chose to drive there, keeping in mind an important rule for XC pilots: when

in doubt, go flying! But that also meant that we had to get up early. We set off in the car at 2:00 am from Germany. The thermals at Grente often get going before 10:00 am. But it's a two-hour hike up to the launch site, so you should start your hike from the parking lot no later than 7:30 am. Everything worked out really well. We launched with the first thermals and got going pretty fast despite the low cloud base.

▲: How do you select your route?

Oliver: Normally the well-known routes are also the fastest. If you encounter special situations during the flight, it's worth it to take short cuts. In such cases I don't delay for very long and I adjust my route to the conditions. That's why it's a good idea to have alternate routes in mind – so that you can react quickly to changes. Where to set my turning points is a decision I make on short notice in the air. If I'm flying a triangle, I keep in mind how

>> The overview shows you just how far a 270 km triangle takes you through the Alpine landscape.

I can fly the next legs. It's a continuous thought process. How much flying time is remaining? How fast can I fly the rest of the day? How is the weather developing? How far can I make it past the last turning point? Although I've been flying XC for quite some time now, I notice that I still tend to err on the conservative side.

▲: You are known for your fast flying style. How do you use the speed bar?

Oliver: The speed-to-fly theory doesn't help us paragliders very much because we are extremely dependent on terrain. I have to guess how good the next thermal will be and also how tough it will be find the thermal if I arrive there low. Intuition and experience are extremely helpful here. I rarely fly on full bar – usually only in heavy sink. I mostly fly with three-quarters bar and only come off bar if it's turbulent and I have to stabilize the glider with the brakes. I fly with no bar if I absolutely need to arrive at the next thermal at a certain altitude. Then it's better to fly somewhat slower, but safer.

▲: How important is it to fly high?

Oliver: Naturally it's nice to have a lot of altitude because it gives you more options. But that often means that you aren't fast enough. Maxing out thermals is only worth it if you have a long transition. The trick to flying fast is to thermal up only to the altitude that gives you enough gain so that you can glide quickly and optimally to the next thermal. The lower I fly, the more I look for signs whether I should maybe trade my risky, low flying style for a safer, higher style.

▲: Navigation and electronics are becoming more important. Which tools do you use?

Oliver: For a long time I've been using an instrument with SeeYou Mobile. I used to have a PDA and now I have the Oudie from Naviter. This allows me to calculate my turning points on each leg down to the nearest meter. The same goes for navigating near controlled airspace. SeeYou Mobile gives you the best visual presentation and optimal configuration of corresponding warnings. Since I've been using this program for so many years, I haven't become a friend of the diverse free apps for smartphones. For my variometer and to back up my track, I use a Flymaster Live that also allows online tracking. For safety I carry a Spot Messenger and naturally I always have a cellphone with me.

▲: You've been flying since 1998. What still draws you to paragliding?

Oliver: It's the combination of everything that still makes flying so interesting after all these years. The most impressive thing is the really high mountains in Canton Valais in Switzerland. You thermal up to 4000 meters and you still haven't reached some of the peaks yet. Slovenia is the complete opposite. Jagged cliffs, extensive forests, gorges, blue rivers. There are few places where it is more exciting to fly.

▲: For the last two years you have flown the CHILI3. According to which criteria do you choose your equipment?

For me the most important thing is not to have any surprises on long flights that affect my concentration. That's why I only use new equipment after I've had a chance to test it for a while. Better to fly with a heavy, old harness than with one that is uncomfortable. And I prefer a trusty old wing to the latest glider that boasts a 0.1 improvement in L/D. While I've never had to toss my rescue, I still use a reliable system that promises a low sink rate and fast deployment time. In my case it's a Rogallo rescue chute with Quickouts. What I like about the CHILI3 is its balance. It climbs incredibly well, its glide performance is excellent for an EN-B, its handling is stress-free and the speed bar is smooth and efficient. In my opinion the CHILI3 is currently the best complete package for XC pilots. You really don't need anything more for XC flying. ▲



>> Flying straight ahead whenever he can: Oliver Teubert

Oliver Teubert has been one of the top XC pilots for years.

He is known for his efficient, fast flying style. He flew his largest triangle with an average speed of 25 km/h.

Oliver flies the CHILI3.



>> Scan in the QR code to go directly to Oli's flight on the DHV XC-Server.

THE SKYWALKERS

...almost like
in real life

Recently not far from Mont Blanc...

Unfortunately this year's club outing of the 'Crazy Fichtelgebirge Speeders' got off to a bad start...



TONIC on the rocks

skywalk dominates the Dolomitenmann

When the world's best mountain runners, mountain bikers, kayakers and paragliders travel to Austria every year, there is only one reason. The Dolomitenmann. skywalk team pilot Paul Guschlbauer returned last year to defend his title. But things turned out much better...



It is considered the toughest team competition in the world: the Red Bull Dolomitenmann. Organized since 1988 by the Austria energy drink maker, this legendary event casts a magical spell on mountain runners, mountain bikers, kayakers and paragliders.

The mountain runners need to conquer 2000 vertical meters in extremely difficult terrain while the mountain bikers face 1600 meters. The kayakers start the race with a seven-meter drop into the Drau river, followed by white water rapids that demand their full attention. You would think then that the paragliding part is just an easy flight. Quite the opposite, says skywalk team pilot Paul Guschlbauer: »When the baton is passed to you, you're under a lot of pressure. There is no room for error. An aborted launch will cost you at least half a minute. One knot in your lines and

your chances of placing in the individual category are gone – the same goes for the chances of your team placing. At the first landing site it's hard to switch from flying to running mode. You need to be in excellent physical shape and you need to be able to concentrate, which is more important in the paragliding discipline than in the others.« For the Dolomitenmann, Paul Guschlbauer had to completely change his training routine. Normally our adventure pilot trains with endurance and long distance in mind. For the fast sprints in the Dolomitenmann he prepared himself with short, intensive intervals.

This special training paid off. After his victories in 2010 and 2013 Paul once again won in the paragliding category. With these three victories, Paul is the third paraglider pilot to enter the Dolomitenmann Hall of Fame where world-class athletes like mountain biker Hannes Pallhuber and mountain runner legend Jonathan Wy-

att are honored. Alex Höllwarth, skywalk designer engineer and test pilot, managed a respectable fifth place in the paraglider category and even pushed Paul Guschlbauer's Red Bull team down to third place in the overall category.

But it wasn't just Paul and Alex who strutted their stuff at the Dolomitenmann 2014. skywalk's X-wing TONIC also showed off its special qualities: almost half of the starting field and nine of the top ten pilots flew the TONIC, including well-known team pilots from other paraglider manufacturers. With its super low weight, excellent launch characteristics and high maximum speed, the TONIC was perfectly suited to this extreme competition. The TONIC's EN and LFT certifications fulfill not only the requirements for the toughest team competition, but also for the toughest extreme flight tests in the world.



>> Getting the last laugh: skywalk design engineer Alex Höllwarth and Paul Guschlbauer both landed on the winners' podium with the TONIC.

>> To see what a fun wing the TONIC is, check out this video by scanning the QR code.



SKYWALK

travel light

Off to Tenerife with glider and shorts in the hand luggage

The Hike & Fly movement has been enjoying growing popularity for some time thanks to innovative paragliding equipment with low weight and a tiny packing volume. But lightweight construction has a few additional advantages, as skywalk employee Gerhard Holzner found out on a recent short break in Tenerife.

Text: Gerhard Holzner | Photos: Maria Müller



>> Easy traveling thanks to lightweight equipment and sun in Tenerife instead of lousy weather in the Alps. Yeeeeeha! ;)

Vacation time off is approved, we've studied the map and checked out the most interesting Hike & Fly tours in the Tyrolean Alps. We're looking forward to a week of late summer weather. I've long since been infected by the Hike & Fly virus. I'm enamored by the purist approach to climbing a mountain, launching from where I want to, and being independent of ski lifts and away from crowded launch sites. On beautiful summer and autumn days there is nothing more fun than discovering remote valleys far from the ski lifts that you would normally avoid when XC flying. With modern lightweight equipment, a Hike & Fly tour is more than an Alpine adventure that ends with an extended glide-down. But what a disappointment! Instead of the promised stabile high-pressure system, we have a constantly changing mixture of rain, foehn wind, and snow. The temperature at the peaks fluctuates between +20° C and wintery minus temperatures. For the Alps, this is everything BUT enjoyable flying weather.

The Alternative

We need an alternative! And after just a few mouse clicks on the relevant last-minute portals we manage to find an af-

fordable flight to Tenerife. Tenerife – the vacation island with guaranteed great weather and an almost unbeatable offering of activities for outdoor enthusiasts. My girlfriend Maria is also thrilled and excited. Instead of watching me leave the apartment early in the morning with my rucksack, we are now looking forward to five days of relaxing vacation together.

What annoys me the most about traveling with my paraglider is the horrendous extra fee they charge for sports equipment. Why do I have to pay 50 euros extra for a rucksack? And the thought of my gear not arriving until my last vacation day makes my pulse shoot up to 180 every time I get near a luggage conveyor belt. But shouldn't modern Hike & Fly gear pass for hand luggage? With most airlines, eight kilos are the upper limit for hand luggage – plus it has to fit in the overhead luggage compartment. Iberia is even better – they have no official weight limit. Perfect! ARRIBA3, FLEX and PEPPER light add up to barely 7.5 kilograms to-

gether. There is even room for surfer shorts, flip flops, a few t-shirts and my toiletry bag. To meet the requirement for hand luggage I just have to compress my FLEX reversible harness a bit. Maria and I have never felt so relaxed when traveling. She's carrying nothing more than a small bag that we also declare as hand luggage. No cumbersome check-in and no discussions about the colorful second luggage piece. We take the train to the airport and waltz through with both bags right to the gate. Thirty minutes after our arrival we are airborne.






>> Soaring fun made easy. All your gear plus swimsuit can easily be taken as hand luggage. That gives you flexibility when planning vacations.

Even more relaxing is the landing. Twenty minutes after touchdown we are sitting in our little rental car – no waiting at the luggage conveyor belt and no worries about lost luggage.

Through the car window we can see the first paragliders in the air in Adeje. By now my frustration over the cancelled Hike & Fly plan is forgotten. I launch with the ARRIBA3 in the finest of conditions. Thanks to the laminar sea breeze I'm able to fly around for hours. The best part is the landing directly on the beach. Maria and I spend the rest of the day on the ocean together and don't drive to the little hotel we booked until late in the evening.

drink after landing on the beach and a swim in the warm Atlantic Ocean. What could be better?

Better than we planned

Things in life usually turn out differently than planned. But as a paraglider pilot you are prepared to look for alternate solutions. A short vacation on the ocean can make up for a lost week of Hike & Fly. ARRIBA3 & co. offer the flexibility to quickly modify your arrangements. The equipment is the right size for every airplane, fits in every car trunk, and even finds room on the backseat of a convertible. In the future I will certainly take advantage of this often. 



Vacation de light

ARRIBA3 XS	3,9 kg
FLEX M	1,8 kg
Rescue chute PEPPER	1,6 kg
Helmet	0,3 kg
Variometer	0,2 kg
Swimsuit	0,1 kg
Flip Flops	0,1 kg
Towel	0,2 kg
<hr/>	
Total	8,2 kg

We spend the next few days in the same routine. During the day we drive around the island, visit the Teide, and in the afternoon I play with my ARRIBA3 over the ocean. Flying in shorts, hours of soaring session over the water, wonderful sunset flights, a



>> Broad smiles on two faces, what more could you ask for...? The vacation that nearly got cancelled turns into a great trip!

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Along the Garden Route

Text and Photos: Armin Harich

Kite develops really get around in the world – and stewardesses travel professionally to the most beautiful places on Earth. So when Armin Harich and his wife Andrea are drawn to the same certain spot every year, it's bound to be a really special place.

Dream beaches, changing landscapes and endless nature. Excellent food and fine wines. Likeable people and friendly guesthouses – South Africa is, without exaggeration, one of the most interesting travel destinations in the world. For paragliders, this wonderful country offers countless excellent and spectacular spots for every taste. Along the famous Garden Route between Cape Town and Port Elizabeth on South Africa's southern

coast you'll find the most diverse launch sites! The spectrum ranges from laminar coastal soaring to gnarly XC flights in the country's interior.

When it's winter back home

The best season to go paragliding in South Africa and to get to know the country and its people is mid December to mid March, when Europe is frozen in minus temperatures and thermals are hi-

bernating. An especially attractive travel time is end of February to mid-March, which is off-season in the tourist areas. Even the hotels along the popular Garden Route are relatively empty and you can book a room with just a few hours notice for a much cheaper price than in the high season from mid-December to mid-January. Arriving from snow-covered Europe, you'll be met by pleasant t-shirt temperatures

on the ocean. Further inland it can get really hot – yet another reason to get yourself up in the air.

Pearls of the Sea

Cape Town is a fantastically beautiful city directly on the ocean. To see Cape Town you need to plan at least two days of sightseeing. Take trips to go shopping and dining on the waterfront or to the craggy cliffs of the Cape of Good Hope. Go kite surfing in Langebaan or at the Bloubergstrand, or to the sundowner spots at Camps Bay. Visit the penguins in Boulder and tour the wine regions around Stellenbusch, Franschhoek and Paarl – naturally you should not miss driving along the famous Chapmanspeak Drive in your rental car. Cape Town’s local mountains are Lion’s Head and Signal Hill. But don’t underestimate the flying conditions there as both are on the leese side of Table Mountain, the city’s mighty landmark. Enjoyable flying with impressive views of Cape Town and the ocean is possible as long as Table Mountain is in a sea inversion and the wind circulates around it. But as soon as the wind comes over

the top of the mountain, it can get unpleasant quickly and it can really whack you. The key is to constantly observe the wind shadow on the ocean and the clouds over Table Mountain.

A good flying site in westerly conditions is Sir Lowry’s Pass, about a half hour drive east of Cape Town. Another spectacular spot is the launch from a huge, round cliff in Paarl Rock, which is flyable in easterly conditions. If you manage to thermal up above Paarl Rock, you will be rewarded with an unbelievable view stretching as far as Table Mountain. With its rocky ridge running many kilometers, Porterville is one of the best-known XC sites in the world. For novices, it’s better not to fly there around midday. In the summer it can get quite bumpy if the wind is strong and there is a deep inversion along the ridge. Dust devils are common in this desert-like region. In the soaring paradise of Wilderness, a four hours drive east of Cape Town, six launch sites ensure optimal soaring daily with sea breezes from the east to southwest:

Map of Africa (SE), Kleinkrantz Hotel or parking lot (S), Kleinkrantz dunes (S-SW),

Paradise Ridge launch sites (2 x SW), Gerrikes Point (E).

Vacation mood

Thanks to the weather stations at the launch sites, you can start your day relaxed: after a hearty breakfast in one of the many bed and breakfasts you can start off with a relaxed soaring flight on the coast, and then head over later to Sedgefield for some thermal flying, only three kilometers away. If it gets too bumpy there, enjoy a delicious lunch and then head back to the ocean where the ten kilometer long »Paradise Ridge« will prove its name and reputation with laminar sea breezes. If that’s still not enough, you can find even more flying sites in the region for similar wind situations.

Bloubergstrand in Tableview is the kite surfing hotspot of South Africa, but you can also kite surf pretty well in Wilderness. If you don’t have any experience with kite

Facts about South Africa:

Paragliding: To paraglide in South Africa you need to become a member of the South African Hang Gliding and Paragliding Association SAHPA.co.za (in the internet or at a local flight school). Flying conditions are different from those in Europe – before you launch, make a point of speaking with local pilots and pay attention to their advice. If a local says don’t fly, then listen to him! At some sites you have to pay a usage fee. Many Germany flight schools offer well-organized trips. These save you the trouble of actively planning yourself and allow you to travel in a group.

Restaurants: Restaurants in South Africa are surprising affordable by European standards. Even in the best restaurants, a 5-course meal with excellent steak or shrimp including wine rarely costs more than €25 per person. Our favorites in Wilderness are serendipitywilderness.com, www.thegirls.co.za.

Accommodations: There are lots of nice guesthouses and bed and breakfasts along the Garden Route. You can easily find a place at booking.com or similar online portals. If you want to do it cheaper, you can stay at one of the many backpacker places that usually offer double rooms.

Infrastructure: A mobile internet connection allows you to find out the latest information on currents winds (iweather.co.za), weather forecasts (windfinder.com / windguru.cz) and thermal forecasts (drjack.info/RASP), and also to book accommodations online (booking.com). MTN or Vodacom (incl. LTE) offer comparably good telephone and internet SIM cards. 1GB surf volume costs around €20 and should be adequate for your vacation. You can buy them at the airport or at the waterfront with your passport and have the card set up for you. You can reload them in any supermarket.

surfing, you can take a kite surfing course or an SUP course in the PiliPili Xtreme Sport Centre in Sedgefield. You can rent a canoe in Buffels Bay at the River Deck Restaurant and paddle on the river. Saturday is market day in Sedgefield where you can sample local specialties and buy souvenirs. The same goes for the smaller market in Wilderness on Fridays. Good spots to observe wild animals up close are

Birds of Eden and Monkey Land east of Plettenberg Bay. Or you can go on a safari in Addo Elephant Park near Port Elizabeth or in one of the many private game resorts. South Africa is definitely more than just a paragliding destination...

Videos that give you a good idea of flying in South Africa can be found here:

www.youtube.com/watch?v=XdTRaN4q_4c



and
www.youtube.com/watch?v=5zAwghf55qE



This is what flying dreams look like:

Lionshead / Cape Town



Paradise Ridge / Wilderness



Gerrickes Point



...



look & feel

How to choose the right glider

Paragliding is THE ultimate sport. No other hobby is nearly as intensive and with no other hobby is the experience so closely dependent on having the right equipment. Training. Thermalling. Cross country. Hike&Fly. Adventure. Freestyle. Speedflying. Miniwing. And naturally powered paragliding.

Every moment in the career of a pilot and every variety of the sport is savored most intensively with the right choice of glider. The certification test results pro-

vide a general indicator for the choice of the right wing. But much more important than LTF or EN »A, B, C, D« ratings is your judgment of your own flying skills and your personal ambitions.

Our new scale with the segments »Level, Fun and Performance« is designed to show you what each glider feels like in practical conditions. Is it easy to launch without any special skills and can it be easily »parked« in the tightest of landing zones? Is it easy to center in thermals?

Technology

skywalk gliders are full of sophisticated technologies – from mini ribs to C-Wires to 3D shaping. The pictograms to the right provide more information about the technologies used in each glider. There is one technology that all skywalk gliders have in common – our patented »JET FLAP« system extends the green arc downward as you approach the stall point and also improves climb performance!



JET FLAPS: Enormous reserves as you approach the stall point: improved climb performance, especially in tight and strong thermals, longer brake travel to the stall point and an extended »green arc« of airspeed.



2 Main Lines: 2A, 2B, 2C lines per side and line level: fewer lines, less drag, simpler line sorting, more performance.



3 Line Levels: 3 line levels without line junctions: lowers drag and improves glide.



Rigid Foil: Nylon wires in the leading edge: lower total weight, maintains wing profile, ensures constant ram air pressure, improves launch, landing and extreme flight characteristics.



C-Wires: Nylon wires over the C- suspension point in the topsail instead of lines: less drag, more performance.



3D Shaping: Fitting of an additional band: more exact profile shaping, less drag, more performance.



Mini Ribs: Doubles the number of cells in the area of the trailing edge: increased shape stability, less drag, more performance.



Loops & Hooks: Loops in the topsail with bands: simplifies or enables launches from steep or slippery sites



Automatic Sand Release System: Holes sewn into the wingtips. Sand and dirt are released automatically: protects material, increases safety when dune flying.



Shark Nose: Ensures higher constant ram air pressure in turbulent air and when flying on bar, less drag, more performance.

How much performance does it offer for XC flights? Can you fly dynamic wingovers with it and is it suitable for freestyle maneuvers?

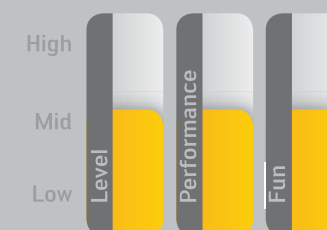
Level stands for the requirements of the pilot's ability. **Performance** describes the absolute performance potential of a glider – independent of the category. **Fun** characterizes how dynamic and lively a glider is.

And finally:

Despite all the norms and recommendations, the basis for safety and fun while flying is and remains a healthy and honest ability for each pilot to assess his own ability. Vanity and overzealous ambition can quickly lead to unpleasant incidents that spoil the fun of paragliding. Only those pilots who can cope with their gliders will be happy in the air in the long run. Our skywalk dealers are happy to advise you.

>> The classification of glider models in the three segments is designed to give you an initial impression to help you with your glider selection.

Naturally, this cannot and is not meant to replace a test flight.



CAYENNE5

CAYENNE5

XC sportster- LTF09: C | EN: C

Redefining the Sport Class

Aspect ratio 6.4. 69 cells. Shark nose. 3-line technology – the technical data of our brand new sport class glider need no further introduction. Its true calling is apparent at first glance. The CAYENNE5 feels right at home in the best XC arenas on this planet!

Modern EN-B gliders leave nothing to desire. Comp wings, on the other hand, are becoming less interesting to normal pilots. The sport class offers exactly the

right amount of freedom to construct a glider with a strong character that combines the best of both worlds.

With the CAYENNE5, we are redefining the sport class. The short, tight brake line travels reminds you of a comp wing that immediately converts every brake impulse into altitude gain. At any time you can call up energy reserves to fine-tune your turning angle and radius without sacrificing kinetic energy.

>> More information and photos
are available here on our website.



>> Its impressive silhouette
makes the CAYENNE5 a real eye catcher.
But flying it is even more beautiful...

Whether you're hunting for pulsing ridge thermals or flattening the turn in a punchy core, nothing can throw this homogenous wing off the track.

Comp wing-like is its glide performance, too. The CAYENNE5 flies straight and level like it's on rails while its entire speed spectrum can be tapped into by activating its smooth speed bar. On bar, the glider can easily be steered with the brakes or with the rear risers of the 3-line riser system.

The CAYENNE5 is more comp wing than its predecessor, but it still remains true to the roots of its CAYENNE lineage. The design concept is purposely not maxed out to the limits of the EN-/LTF-C category. Together with technical features like JET FLAPS, this ensures an adequate margin of safety. Despite its short brake line travel, the CAYENNE5 is slow to stall and the stall break during landing is soft and easy to control. Thanks to this stability, collapses are rare. We positioned the new CAYENNE5 at the top end of the sport class. But as with all of our gliders we remain true to the skywalk philosophy: pure passion for flying.





THE MULTITASKER

- XC tested
- 303 kilometers in the German flatlands
- Playful launch behavior
- Intuitive handling
- Super easy thermal coring
- Relaxed gliding

TEQUILA4

intermediate – LTF09: B | EN: B

None. Achieves. More.

There has never been a glider quite like the TEQUILA4: skywalk’s multitasker is the first glider that is suitable not only as your first wing out of flight school, but also for relaxing thermal flying and even for setting new records. So it’s no wonder that the TEQUILA4 is currently THE benchmark for low-end B gliders. The combination of safety, agility and performance is unmatched in this category. Whether flying at your local mountain or on long XCs in the flatlands and mountains – with the TEQUILA4 you’ll always come out on top. The direct, smooth handing of our versatile glider will thrill you from your very first launch. And you’ll be pleasantly surprised about its great glide performance and high top speed for an EN-/LTF-B wing. It’s nice to know that a glider like this exists.

CHILI3

high end intermediate – LTF09: B | EN: B

On top in the thermals.

A modern XC glider has to convey a feeling of safety in every situation. The CHILI3 is just such a glider. To make sure you reach your goal, we equipped it with excellent handling, very good glide performance including against the wind, a high top speed, maximum stability and, not to forget, excellent climb performance. This total package allows you to fly the toughest thermals in challenging conditions on long flying days using the speed bar without concern. No wonder that world-class pilots like Oliver Teubert and Burkhard Martens emerge from their harness after eleven hours of flying with a big smile.

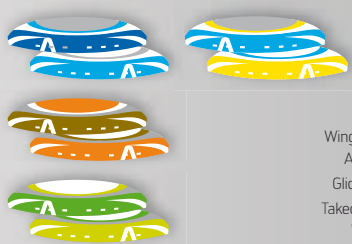
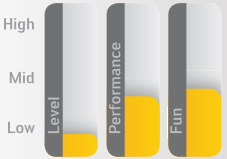
CHILI3

THE CLIMB KING

- Excellent climb characteristics
- High top speed
- Maximum stability



Your loyal companion



New colors for 2015

MESCAL4

allrounder – LTF09: A | EN: A

	XS	S	M	L
Cells	34	34	34	34
Area flat in m²	22,73	26,18	28,70	31,94
Wing span flat in m	10,45	11,21	11,74	12,38
Aspect ratio flat	4,80	4,80	4,80	4,80
Glider weight in kg	4,9	5,4	5,8	6,1
Takeoff weight in kg	55-85	70-95	85-110	100-130
Winch certified	yes	yes	yes	yes



None. Achieves. More.



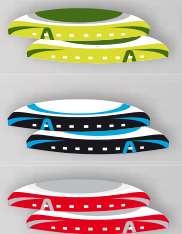
TEQUILA4

intermediate – LTF09: B | EN: B

	XS	S	M	L
Cells	45	45	45	45
Area flat in m²	22,17	25,54	28,30	30,32
Wing span flat in m	10,74	11,52	12,13	12,56
Aspect ratio flat	5,20	5,20	5,20	5,20
Glider weight in kg	4,8	5,3	5,6	5,9
Takeoff weight in kg	55-75	70-95	85-110	100-130
Winch certified	yes	yes	yes	yes



On top in the thermals



Special Edition

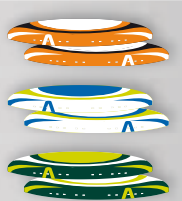
CHILI3

high end intermediate – LTF09: B | EN: B

	XXS	XS	S	M	L
Cells	51	51	51	51	51
Area flat in m²	21,85	24,71	26,89	28,87	31,83
Wing span flat in m	10,99	11,68	12,19	12,63	13,26
Aspect ratio flat	5,52	5,52	5,52	5,52	5,52
Glider weight in kg	4,6	4,9	5,2	5,6	6,0
Takeoff weight in kg	55-75	70-90	80-100	90-114	100-130
Winch certified	yes	yes	yes	yes	yes



Redefining the sport class



CAYENNE5

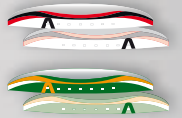
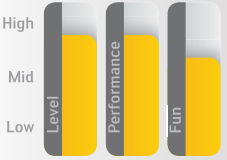
XC sportster – LTF09: C | EN: C

	XXS	XS	S	M	L
Cells	69	69	69	69	69
Area flat in m²	21,43	22,43	23,60	25,53	27,53
Wing span flat in m	11,62	11,99	12,30	12,79	13,28
Aspect ratio flat	6,41	6,41	6,41	6,41	6,41
Glider weight in kg	4,8	5,0	5,2	5,5	5,8
Takeoff weight in kg	60-85	75-95	80-105	95-115	105-125
Winch certified	yes	yes	yes	yes	yes

information is subject to change



Flyable performance



POISON5

high performance – LTF09: D | EN: D

	XS	S	M	L	XL
Cells	69	69	69	69	69
Area flat in m²	22,95	24,88	26,80	28,24	29,40
Wing span flat in m	12,51	13,03	13,52	13,88	14,17
Aspect ratio flat	6,82	6,82	6,82	6,82	6,82
Glider weight in kg	5,1	5,5	6,0	6,3	6,6
Takeoff weight in kg	70-90	80-100	90-110	100-120	110-130
Winch certified	yes	yes	yes	yes	yes



ARRIBA3

lightweight intermediate – LTF09: B | EN: B

The lightweight allrounder.

The brand new ARRIBA3 is more than just a lightweight version of our bestseller TEQUILA4. The weight savings of one kilo is noticeable not just in the backpack. The lightweight material used makes launching easier and the unsheathed gallery lines reduce drag and improve performance by a small but noticeable amount. Despite these qualities, the ARRIBA3 does not

fully exhaust the possibilities of lightweight design - instead, it remains 100% suitable for everyday flying. High quality guarantee that this wing will bring you joy for years to come. If you like hiking up to launch, like to travel lightly or you just value every gram of weight saved? Then the ARRIBA3 is the right glider for you!

ARRIBA3

TRAVEL, HIKING, FLYING

Low weight
Compact packing volume
Four sizes
Takeoff weight 50 - 130 kg
Flawless workmanship for a long life

MASALA2

ultralight allrounder – LTF09: A | EN: A

Extra light and with EN-A certification in all sizes.

The MASALA2 is the first choice when you want to discover something new. With a weight of just 2.7 to 3.6 kg (sizes XXS–M) and its tiny packing volume, our super safe lightweight glider fits in every backpack. Its sensationally simple launch characteristics and its fine handling turn the most strenuous mountain tours into a pleasure trip. Its great climb and glide performance make sure that you'll reach the valley from the highest mountains and the most remote launch sites. Extended weight ranges especially for the smaller sizes, all with EN-A certification, all the pilot to select equipment to individual wishes. The MASALA2 is the first choice for Hike & Fly adventures. And the best part is: you can take it on board as hand luggage when you travel by air!

SIMPLY LIGHT

LTF-A and EN-A certified in all sizes
Latest technologies for lightness
and durability
Extended weight ranges
Wide range of uses

MASALA2



Extra light and with EN-A certification in all sizes



MASALA2

ultralight allrounder – LTF09: A | EN: A

	XXS	XS	S	M
Cells	34	34	34	34
Area flat in m²	20.01	22.73	26.18	28.70
Wingspan flat in m	9.80	10.45	11.21	11.74
Aspect ratio flat	4.80	4.80	4.80	4.80
Glider weight in kg	2.7	3.0	3.3	3.6
Takeoff weight in kg	55-90	55-95	70-95	85-110
Winch certification	yes	yes	yes	yes



The lightweight allrounder



ARRIBA3

lightweight intermediate – LTF09: B | EN: B

	XS	S	M	L
Cells	45	45	45	45
Area flat in m²	22.17	25.54	28.30	30.32
Wingspan flat in m	10.74	11.52	12.13	12.56
Aspect ratio flat	5.20	5.20	5.20	5.20
Glider weight in kg	3.9	4.2	4.5	4.9
Takeoff weight in kg	50-80	70-100	85-115	100-135
recommended Takeoff weight in kg	50-75	70-95	85-110	100-130
Winch certification	yes	yes	yes	yes



In the tracks of the X-Alps athletes

Extremely light – extremely fast

The skywalk X-ALPS2 combines maximum performance with minimum weight. Developed especially for the skywalk team pilots of the Red Bull X-Alps 2015, this LTF and EN certified ultra lightweight comp wing will also be made available to performance-oriented Hike & Fly adventurers. We will continue to fine-tune our race wing right up until the start of the Red Bull X-Alps 2015. Sizes, technical data and available information will be published at the appropriate time.

X-ALPS2

ultralight performance – LTF09: D | EN: D



MESCAL4 MOTOR

allrounder – LTF09: A | EN: A

Two for the price of one.


Many paraglider pilots would like to have just one glider that is also suitable for powered paragliding. And many powered paraglider pilots would like a wing that they can also fly without a motor in the mountains or launch from a winch. skywalk’s entry-level and thermal-flying glider MESCAL4 is now certified in both categories. Mounting the new hybrid risers takes just over 10 minutes. Regardless of how you fly it, the MESCAL4 is a simple, easy-to-handle glider that maximizes not just your joy of flying, but also your safety.



THE VERSATILE GLIDER

One paraglider – two ways to fly
Foot launch – weight range 70-130 kg
Powered flight - weight range 100 -150 kg

MESCAL4



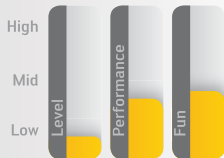
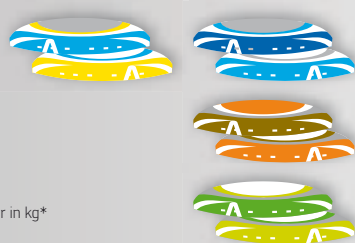
MESCAL4


allrounder – LTF 23/05

S	M	L
34	34	34
26,18	28,70	31,94
11,21	11,74	12,38
4,80	4,80	4,80
5,4	5,8	6,1
95-125	110-140	125-160
yes	yes	yes

Cells
Area flat in m²
Wingspan flat in m
Aspect ratio flat
Glider weight in kg
Takeoff weight with motor in kg*
Winch certification

Two for the price of one







MOJITO.HY


powered & mountain-glider – LTF03: 1 | DULV

S	M	L	XL
39	39	39	39
26,08	28,40	30,40	32,13
11,19	11,68	12,09	12,42
4,8	4,8	4,8	4,8
5,6	6,1	6,5	6,9
75-95	90-110	105-125	115-140
75-120	90-140	105-160	115-180
yes	yes	yes	yes

Cells
Area flat in m²
Wingspan flat in m
Aspect ratio flat
Glider weight in kg
Takeoff weight without motor LTF in kg
Takeoff weight with motor DULV in kg
Winch certification

Multitasking - the easy way





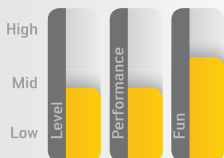

SCOTCH.HY


powered & mountain-glider – LTF03: 1-2 | DULV

M	L
51	51
27,50	30,40
12,01	12,57
5,2	5,2
6,4	6,9
90-110	105-130
90-130	105-150
yes	yes

Cells
Area flat in m²
Wingspan flat in m
Aspect ratio flat
Glider weight in kg
Takeoff weight without motor LTF in kg
Takeoff weight with motor DULV in kg
Winch certification

The freerider among powered paragliders







TONIC

x-wing – LTF09: B/C | EN: B/C

	S	M	L
Cells	26	26	26
Area projected in m²	14,24	16,12	18,11
Area flat in m²	16,79	19,00	21,35
Wingspan flat in m	8,37	8,91	9,44
Aspect ratio flat	4,18	4,18	4,18
Glider weight in kg	2,8	3,1	3,4
Takeoff weight in kg	56-91 (C)	56-80 (B) 81-105 (C)	65-100 (B) 101-114 (C)
Winch certification	yes	yes	yes

An extra helping of flying fun





PURE DYNAMICS

Endless dynamics
Low weight
Finest launch characteristics

TONIC

TONIC

x-wing – LTF09: C | EN: C

An extra helping of flying fun.

Pure dynamics in every fiber, a huge speed range and impressive performance data – the TONIC is the fun machine for all pilots who like to fly close to terrain. At your home site, Hike & Fly, at the dunes and at every soaring ridge. This wing is always ready to spice up your flying day. The TONIC playfully turns brake impulses into steep angles. Its high righting moment helps prevent unpleasant surprises – also for pilots who find standard mini wings too hot. Tested to the toughest certification tests in the world and dominant in the world’s toughest team competitions – the Dolomitenmann.

JOIN'T3


biplace – LTF09: B | EN: B

Join together!

With its huge weight range (100kg – 200kg in size S and 130kg - 225kg in size M), our tandem JOIN'T3 is your ideal companion for both light and heavy pilot pairs. Each size offers a rich feeling in flight with maximum stability in both the high and low weight ranges. Its fine handling with smooth brake line travel is among the best in the tandem class.



JOIN'T3

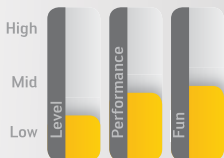



JOIN'T3

biplace – LTF09: B | EN: B

	S	M
Cells	49	49
Area flat in m²	37,50	41,20
Wingspan flat in m	14,20	14,87
Aspect ratio flat	5,37	5,37
Glider weight in kg	7,2	7,6
Takeoff weight in kg	100-200	130-225
Winch certification	yes	yes

Enjoy responsibly! Enjoy together!





RANGE AIR

RANGE AIR

air inflated lightweight harness – LTF09

More than just light. Our lightweight reclining harness RANGE AIR is one of the lightest pod harnesses with LTF/EN certification on the market. Its unique concept scores high marks in areas such as aerodynamics, packing volume and safety. Tested by the world’s toughest adventurers during the X-Alps 2013, the 1,9 kg serial version employs a clever concept that makes it possible for XC pilots and Hike & Fly competitors to fly an ultra light pod harness. The 3D single layer main seat adapts itself perfectly to your body and paves the way for hours of relaxed flying for XC pilots and Hike & Fly competitors, even in strong thermals. Huge rucksacks with heavy XC equipment are now a thing of the past. Once you have sat it the RANGE AIR, you’ll never go back to a heavy »armchair«.



CULT C

CULT C

lightweight harness – LTF09

Light and safe. The CULT Compact is a very safe and yet pleasantly light harness for training and more. The foam-air protector protects you starting in the launch phase. A T-bar system provides effective fall-out protection. At just 3,6 kg (size M) and with a small packing volume, the CULT C fits in any rucksack.

The Allround Harness with Safety Plus

17 cm foam protector
Optional side protectors
Automatic Leg Stirrup Separation System

CULT C

cross over harness – LTF09 I max 120 kg

	XS	S	M	L	XL
Included:					
Min pilot height in cm	–	150	160	170	180
Harness incl. carabiners, speedbar, V-line	165	165	175	185	195
Optional:					
Side protectors, front container (for 2nd rescue), AS Speed System	34x30	36x32	38x34	40x35	42x38
Weight in kg	4,4	4,5	4,6	4,7	4,8



FLEX

reversible lightweight harness – LTF09

Inside out. The FLEX scores points in all areas: the weight of our light airbag reversible harness is just 1,8 kg (size M)! To ensure your safety, the ram air protector boasts a sensational deceleration value of 19g. This lightweight harness with no seat board is amazingly comfortable and even long flights won’t leave you feeling knackered. Turn it inside out and you have a rucksack that’s a pleasure to carry. Package it with one of our lightweight gliders like MASALA2, TONIC or ARRIBA3 and you have the ideal companion for Hike & Fly tours or vacation. The FLEX is delivered with lightweight carabiners. A front container with connecting lines is optional.



FLEX

Light and very save

Foam-air protector
T-Bar system
Small packing size

CULT C

lightweight harness – LTF09 I max 120 kg

	XS	S	M	L
Included:				
Min pilot height in cm	–	150	160	170
Harness incl. carabiners, speedbar, V-line	165-	175	185	185+
Optional:				
Front container (for 2nd rescue)	34x28	36x30	38x32	40x34
Weight in kg	3,2	3,4	3,6	3,9



Inside out

Reversible harness,
Airbag protector

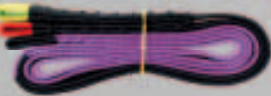
FLEX

reversible lightweight harness – LTF09 I max 120 kg

	S	M	L
Included:			
Max pilot height in cm	170	184	195
Harness incl. carabiners	0,6	0,7	0,8
Optional:			
Airbag/rucksack, speedbar, V-line, front container			



ACCESSOIRES



V-LINE RESCUE



FRONT CONTAINER



LIGHTWEIGHT SPEEDBAR



AIRBAG/RUCKSACK

More than just light

Airbag protector
Ram-air outer shell

RANGE AIR

air inflated lightweight harness – LTF09 I max 110 kg

	S	M	L
Included:			
Pilot height in cm	-170	170 -183	182+
Harness incl. carabiners, standard speedbar, V-line, front container, cockpit	1,9	2,1	2,3
Maximum total load (LTF/EN) in kg	110	110	110



>> Cool and useful stuff for the skywalk pilot.
More information and further products here:
<http://shop.skywalk.info>

- 01 - RUCKSACK: Size M: 170l | 1,6 kg, size L: 190l | 1,7 kg
- 02 - HIP BAG: unisize
- 03 - STORAGE BAG PLUS: for airy winter storage of your glider
- 04 - RUCKSACK HIKE 80: volume: 80l | weight: 580 g
- 05 - LONGSLEEVE: sizes: XS-XXL
- 06 - TEAM SHIRT: sizes: XS-XXL
- 07 - ALPINE SHIRT: sizes: XS-XXL
- 08 - RUCKSACK HIKE 55: volume: 55l | weight: 460 g



	S	M	L
Area flat in m²	26,90	34,20	40,00
Weight with inner container in kg	1,3	1,6	1,9
Number of panels	20	20	20
Sink rate at max load in m/s	5,07	5,03	5,13
EN certified max load in kg	80	100	120
EN certification	yes	yes	yes



- 09 - SOFTBAG: indispensable for cell-on-cell packing | unisize
- 10 - BANDANA: can be used as a scarf, cap, etc | unisize
- 11 - COCKPIT: compatible with all harnesses | unisize
- 12 - WIND SOCK: 95 x 23 cm
- 13 - RESCUE CHUTE PEPPER 2 LIGHT: sizes: S - L
- 14 - INNER GLIDER BAG: unisize

>> *skywalk Alpine Speed Collection*
Functional sportswear in cooperation with SALEWA

01 - GRIVOLA PANT: Materials and function adjust to your body (bodymapping) slim cut legs, Velcro waist adjustment on the side, Velcro-adjustable hem, 2 Outer pockets with zip, elastic quilted seam Water repellent, quick drying, robust, UV protection 50+ 4-way stretch, tear resistant, odor neutral, breathable, easy to clean
 Sizes: 46/S – 56/XXXL | weight: 460 g (50/L)

02 - ORTLER HYBRID JACKET: Slim cut, very high collar, 2 front pockets, elastic cuffs with thumb loop. Freedom of movement thanks to stretch material, ergonomically shaped sleeves, Material mix: inserts are elastic and soft. Water repellent, quick drying, abrasion proof, isolating. Lightweight, 2-way stretch, bodymapping, breathable, easy to clean.
 Sizes: 46/S – 56/XXXL | weight: 460 g (50/L)

03 - KECHU JACKET: One-hand-size-adjustment on the back collar to ergonomically adjust hood size to your helmet with pre-shaped visor, ventilation zipper on upper back arm, adjustable with one hand under tension.
 Sizes: 46/S – 56/XXXL | weight: 503 g (50/L)



04 - PEDROC PANT: Elastic waistband, hidden front zipper, 2 front pockets, sewn-on rear pockets. Robust, light, stretchy, breathable, easy to clean, moisture-wicking.
 Sizes: 46/S – 56/XXXL | weight: 315 g (50/L)

05 - SASSONGHER JACKET: Tailored hood with elastic binding, elastic sleeve cuffs with thumb loop, zippered ventilation slit, zippered breast pocket, side safety pocket, sewn-in zippers, slim cut, stretchy, moisture-wicking, soft.
 Sizes: 46/S – 56/XXXL | weight: 446 g (50/L)

06 - FIRST AID KIT: includes bandages, rescue blanket, tick tweezers and emergency knife

Developed jointly with mountain sportswear specialist SALEWA, our Alpine Speed Collection not only keeps you warm, it also looks pretty damn good! Functional materials and cuts that are optimized for pilot's requirements ensure that you don't sweat unnecessarily on the way up to launch and that you maintain the optimal temperature in the air. The Alpine Speed Collection can be purchased from all skywalk dealers or through the skywalk webshop at shop.skywalk.info

>> skywalk X-Alps Collection of functional sportswear developed jointly with SALEWA



Get your original X-Alps athlete's sportswear!

01 - X-ALPS LOGO TEE:

Material: cotton jersey 140 | Fit: slim
Lightweight and breathable. Back length: 70 cm (50/L)
Sizes: 46/S – 56/XXXL | weight: 109 g (50/L)

02 - X-ALPS CAP:

Classic cotton cap, shapeable bill, size adjustable, moisture repellent sweatband on the inside

03 - X-ALPS HEADBAND:

Wind repellent, fast drying, isolating functional headband



The Red Bull-X-Alps is one of the toughest outdoor races in the world and the demands on the athletes' sportswear are enormous. The Red Bull-X-Alps Collection of sportswear was developed jointly with SALEWA. Selected pieces from the collection that athletes will be wearing at the start of the competition in Salzburg, Austria, can now be purchased from all skywalk dealers or from the skywalk Webshop at shop.skywalk.info



04 - X-ALPS SENIAM DRY TEE:

Material mix, main material Dryton, offsets are elastic, soft and breathable, zippered collar, skin-friendly flat seams. UV protection 50+, lightweight, 4-way stretch, odor neutral
Back length: 70 cm (50/L)
Sizes: 46/S – 56/XXXL | weight: 163 g (50/L)

05 - X-ALPS PEDROC SHORTS:

Main material Durastretch 4W featherweight DWR 85, water repellent, lightweight, 4-way stretch, breathable, easy to clean, elastic waistband with adjustable draw cord, sewn-on rear pockets and zippered pocket on thigh.
Sizes: 46/S – 56/XXXL | weight: 135 g (50/L)

06 - X-ALPS PEDROC HYBRID JACKET:

Tailored, padded hood with size adjustment on back, roll-up hood. Thumb loop, front zipper with windproof trim, zippered breast pocket, heat-sealed seams, compact packing in compression bag
Sizes: 46/S – 56/XXXL | weight: 365 g (50/L)



More information here:
shop.skywalk.info



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