

SKYWALK EMOTIONS MAGALOG 2016



PURE PASSION FOR FLYING

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

CHILI4 SPICE POISONX-ALPS RANGEX-ALPS

Life. Flying. Adventure.

2015 was one of the most exciting years ever for paraglider development. But why hasn't anyone noticed that? Apparently because there weren't any technical revolutions that were easy to recognize.

The many evolutions of the last few years have raised paraglider development to new heights. At skywalk we have focused on perfecting these technologies – in ways that pilots can »feel« in the truest sense of the word.

A modern sport-class glider like the CAYENNE5 weighs less than five kilograms, and the same goes for a modern harness. The complete lightweight equipment of our brand ambassador Paul Guschlbauer for the Red Bull X-Alps 2015 weighed in at less than six kilograms. Less than four kilograms was the total weight of the gear that extreme climber Michael Wohlleben carried when he climbed a grade VII route on Germany's highest mountain and flew back down to the valley in less than five hours.

Pilots want to move freely with their equipment in nature without carrying around any excess ballast. »Back to the roots« is no longer a trend. Back to the roots is reality. At skywalk we see it as our duty to turn innovations into products with which our customers can experience their own personal adventure. We show you a few of them in the new edition of our Magalog.

Happy reading from Arne Wehrlin
and the skywalk team!



SKYWALK

SKYWALK



SKYWALK

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MASTHEAD

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Room with a View

Tourists only see part of it – pilots get the full view.
Paul Guschlbauer on a journey of discovery with the POISON-Proto over
the famous sinter terraces of Pamukkale.



Meet & Greet-Festival

X-Alps Feeling at the Kampenwand

As a main sponsor of the Red Bull X-Alps 2015, skywalk had a lot to do last year. One highlight was the festival at the Kampenwand turning point near skywalk's headquarters. A crowd of paragliding fans and pedestrians celebrated well into the night, greeting the X-Alps Pilots as they arrived and following the race on a giant LED screen. One memory we're especially fond of was the »Meet & Greet Festival« of our team pilot Stephan Gruber. He was the first to reach the turning point, winning a € 500 bet with skywalk co-owner Arne Wehrlin.

Fullstall and off to the mountains

Michael »Michi« Schneider supports our glider development during the week as a test pilot. On the weekend, the fitness-minded alpinist heads off into the mountains. Michi reports on his Hike & Fly tours on his homepage <http://michaelschneider-adventure.de>. Imitators beware: most of his tours are quite strenuous!



Fly now work later | When the alarm clock rings at 5:00 am

Most people don't get up before sunrise. But it's different when you live right at the foot of your local flying site and near the landing zone. That's why skywalk's early bird flying group is growing in popularity. Climbing to the top of Hochgern mountain takes two hours, and the "descent" sometimes has to go much faster if you want to make it to a morning appointment. The perfect way to start your working day!

Video: <https://vimeo.com/118701764>



Seize the day | Taking the plane to the launch site

Paul Guschlbauer takes to the air – whether it's with an XC rocket, a super lightweight X-Alps glider or a miniwing. After successfully completing his PPL training in 2015, Paul heads off now and then to distant destinations with an airplane. You can view a spectacular film about his preparations for the Dolomitenmann competition here on his Facebook page: <https://www.facebook.com/guschlbauer.paul/>



Records are made to be broken! | Namibia XC Expedition



Namibia is known for its XC potential. Sailplane pilots there regularly make huge triangle flights and out-and-return flights of over 1000 km. A large-scale wind system that shifts from west to east over the course of the day offers perfect conditions. For paragliders, Namibia is considered to be extremely dangerous: dust devils, overdevelopments, extreme thermals and strong winds ensure a stiff cocktail of risks. Armin Harich decided to investigate the situation. Together with skywalk team pilot Burkhard Martens, Oliver Teubert, Ralph Schlöffel, Markus Henninger and retriever Sonja Zeyfang, Germany's flatland ace headed to Africa in December 2015 to take a shot at some new records. While the five pilots didn't crack the 300 km FAI triangle, Ralph Schlöffel returned to Europe with a new German speed record over an FAI distance of 25 km and a new German record in altitude gain. Congratulations! The team has posted information about its experiences on its website and Facebook wall.

<http://xcexpedition.skywalk.info>

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

Spot landing at the Dolomitenmann competition

Just a few days before the 2015 running of the legendary Red Bull Dolomitenmann competition, the first TONKA2s arrived at skywalk headquarters in Marquartstein - just in time to satisfy the many pre-orders we had received. Eight of the top ten pilots flew our new 12 square meter glider in the race!

TONKA2 designer Alex Höllwarth joined the race and placed ninth, while skywalk team pilot Paul Guschlbauer reached a sovereign fourth place and just barely missed the overall victory with the Red Bull-Team. Congratulations to all participants!

<http://www.redbulldolomitenmann.com>



Hans Walcher rocks the Standard Class

The right choice of glider is the key to success.

In spring 2015, skywalk-Teampilot Hans Walcher chose the lightweight low level EN-B ARRIBA3 and had the last laugh at some of the »heavyweights« in the course of the season.

With three 200 kilometer FAI triangles, he secured third place in the German and ninth place in the international standard class.

Great job, Hans!



82 Summits

Failure is the best teacher

With the project »82 Summits«, Michael Wohlleben and Ueli Steck wanted to set a new record. The goal of the two extreme climbers was to conquer all of the 4000 meter peaks in the Alps in a new record time.

The challenge: to cover the route from Engadin to the Ecrin-Massiv only by hiking, racing bike and paraglider. Michi ran out of luck and had to give up after a hard landing. Despite this setback, the tour turned out to be another highlight in the career of the up-and-coming German alpinist. At the end of the season



he managed a speed climb of the Zugspitze (story on page 26). Ueli Steck was able to complete the 82 Summits tour in the dream summer of 2015.

Information:
www.uelisteck.ch | www.Michiwohlleben.de



Documentary on Epic TV:

From the Pampa to the Sea

Damián Lestarpé flew six flights of more than 200 kilometers in 2015! That was more than enough to win the Argentinian XC championship 2015. One flight brought the Latin American skywalk team pilot from the Pampa to the Atlantic coast. Damián flew the TEQUILA4 and the RANGE AIR on all his flights. »A well-balanced and lightweight combination. With everything packed in a small rucksack, you notice the advantages on the way home, too!«

The next train ticket is on us... ;)



Light as a Feather over the clouds

Stefan Bocks loves challenges. Normally the bivouac-flying legend prefers adventures under extreme conditions, but last year »Boxi« wanted to find out if it's possible to cross the Pyrenees with a group of pilots of different skill levels. The experiment worked – all participants arrived safely at the Mediterranean Sea (story on page 38). For his excursion Boxi selected the RANGE X-Alps (we think he looks great in it!). Congratulations to him for his successful Pyrenees crossing!

Important Dates 2016:

- > March 04 – 06
Stubai Cup, Neustift, Austria
- > May 26 - 29
Super Paragliding Festival, Kössen, Austria
- > September 22 - 25
Coupe Icare, St. Hilaire, France



Welcome to the Team! Stephan Gruber

He is one of the hottest irons in the Austrian national team – and has been a full-fledged member of the skywalk development team since the summer of 2015. In the future, X-Alps finisher Stephan Gruber will be supporting skywalk designer Alex Höllwarth. He has already proven his skills with the lightweight glider X-ALPS2. The glider that mostly bears his signature was considered the hottest wing in the starting field.



More details on our website: www.x-gloo.com

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When the autumn days get shorter and the last migrant birds depart on their long journey many of us paragliders head for distant destinations.

One of the most beautiful places in Europe to tank up on sun and flying hours is the *Blue Lagoon* of Ölüdeniz.





Alex is a bit hectic. The plane home leaves in 20 minutes, but something is wrong. Five rucksacks are lined up at the baggage check. But last week in Munich weren't there... hmmm... eight? The financial loss would be bearable, but the three missing sacks could contain a few of the priceless prototypes that were fine-tuned in countless flights over the Blue Lagoon of Ölüdeniz over the last intensive weeks. Just the thought that these crown jewels could end up in the wrong hands causes cold sweat to run down the back of the skywalk designer.

The all-clear signal arrives a short time later via SMS. Abdullah »Apo« Yildiz, skywalk importer for Turkey, writes that for no clear reason three pieces of luggage were left in the hotel. A sign of relief... and a welcome one for the skywalk team after an unforgettable week. Alex, the two X-Alps superstars Paul Guschlbauer and Stephan Gruber, graphic designer Rolf Rinklin and the French outdoor photographer Tristan Shu had the chance to experience a few fantastic days at the end of the European flying season: snappy thermals, 500 meters altitude gain over launch at noon, and the red glow of the setting sun over the Blue Lagoon of Ölüdeniz.

In fact, the traditional skywalk season-end tour nearly didn't happen. Windy weather in the Alps prevented longer trips in both the northern and southern Alps. Alex, who has flown in Ölüdeniz many times before, came up with the brilliant idea. The hotspot at the foot of the 2000-meter-high Babadag practically guarantees good weather at the end of the year – the ideal chance to push new prototypes to their aerodynamic limits.



This is what incarnate paraglider dreams look like...

>> *It's these »certain experiences« that remain unforgettable in the life of a paraglider. This was certainly one of them... thanks Apo!*

>> Gliding into Butterfly Bay at sunset. Probably one of the coolest experiences that a paraglider can have.



Butterfly Bay

Fantastic flying conditions meant four to five hours of airtime for the team every day. Sojourns in the balmy October evenings with truly late-summer temperatures left nothing to be desired – because Ölüden-

iz offers a never-ending landscape of bars and restaurants. But the highlight of the week in Ölüdeniz was landing in Butterfly Bay far away from the throngs of tourists. This wonder of Nature is reachable only on foot or by boat – or from the air.

Thanks to plenty of altitude gained over launch, the group of five arrives over the bay at nearly 2000 meters, then tumbles and spirals downward to the sea with the new CHILIs, SPICES and POISONS. After landing on the beach, no one resists jump-

ing into the pleasantly warm waters of the Mediterranean Sea. Later, they head back in the twilight with a chartered cutter – including beer on board. Work is just a minor matter in one of the world's most diverse flying sites. Paul posts »love my job« on his

Facebook wall. The mission of the trip – fine-tuning, extreme maneuver tests and photos of the 2016 skywalk paragliders – becomes one of pure pleasure for the team. »The three rucksacks will be on the next plane to Germany« writes Apo via SMS.

Too bad, actually. Because everyone in the group would have been ready to add on two or three days like these to pick them up personally...



>> The skywalk team is just back from an unforgettable week.

At the end of the European flying season they experienced a few of those

fantastic days that become engrained in your memory.



Ölüdeniz - the Blue Lagoon on the Turkish Riviera

Ölüdeniz, once a tiny, sleepy fishing village on the Turkish Mediterranean coast, is today one of the most popular beach resorts in Turkey – and a paradise for paragliders. The Blue Lagoon offers everything that we dream about, combining airtime with real vacation feeling. »Father Mountain« – the nearly 2000-meter-high »Babadag« that rises steeply out of the sea – makes Ölüdeniz one of the world's best sites for paragliding.

Babadag fulfills all paragliders' flying dreams. Thanks to the sea breeze that blows every morning and an excellent infrastructure, Babadag offers great flying conditions year round for pilots of all abilities – from novices, who enjoy a half-hour glide over the sea in the morning or evening air, to acro and test pilots, who use the 2000 vertical meters under their harnesses to squeeze the maximum out of their gliders. Only the XC possibilities are somewhat limited as retrieval from the hinterlands after long flights can be difficult. While the infrastructure in the past was considered to be "eastern chaotic", today, reliable shuttle busses service the well prepared launch sites on the north and south sides.

The main season begins in April and ends in November. Spring and autumn offer the best conditions. In high summer, conditions around mid-day can be quite strong, but Babadag is flyable for experienced pilots in July. April and May are popular with SIV course providers. That's also a good time for pilots to familiarize themselves with their new equipment at the beginning of the European flying season. In winter, Ölüdeniz is mostly dead. The access road to Babadag is often covered with snow, but you can launch reliably from some of the lower launch sites.

Contact Information:

A great contact address is skywalk importer Abdullah Yıldız. His flight school Fenomen Air Sports offers SIV courses and vacation trips to Ölüdeniz with English and German speaking guides. The staff at Fenomen Air Sports are familiar with other regions in Turkey as well, such as Pamukkale (known for XC flights and the PWC), and can organize other interesting tours.

www.fenomenairsports.com



>> Abdullah »Apo« Yıldız received us with cordial hospitality and helped us to organize the trip on short notice.



As a local, Sercan guided us spot on through the flying sites and the nightlife. Many thanks!



Finale



Passing the last turning point »Annecy«, Paul Guschlbauer sets out on the final stretch of the Red Bull X-Alps 2015. In good conditions, the final 250 kilometers can be made in less than two days.

Paul bets it all on one horse and nearly loses everything – only to celebrate the best X-Alps of his career in Monaco.

Text: Paul Guschlbauer
Photos: Red Bull Content Pool

You could say that my mind switched to »flow« at that moment – that state of mind that all pilots desire. I've been flying for over eight hours – interrupted only by a quick stop in Annecy. Now I'm high over Grenoble and I'm on a mission. The thermals are exactly where I expect to find them and where I need them. Most of the time I fly along the cloud base without circling. Passing Annecy means that I have set out on the final stretch of Red Bull X-Alps 2015. If conditions remain good,

I should be able to manage the final 250 kilometers by tomorrow evening. My southerly route looks inviting: little cumulous clouds dot the sky and the wind is light. Looking to my left towards Briançon to the high mountains of the Haute Dauphine confirms my suspicion – there's not a cloud in sight – a clear sign of stable air or strong winds. The last chance to turn and fly to Monaco on a direct course through the highest mountains of the southern Alps is only 15 kilometers behind me.

My decision is final: I will take the longer route along the well-known French XC arena. My supporters tell me that Chrigel Maurer is currently scratching low at the huge Galibier Pass. I can hardly believe that I am in a neck-and-neck race for first place with the X-Alps hero so close to goal! I flew the westerly route once already in the spring of 2013 in the opposite direction. Although I don't know this corner of the Alps especially well, it's easy for me to see that a reasonable foot march this evening or tomorrow morning will get me

to the Col de la Bonette, then if possible, I will fly to Gap and then to Lac de Serre Poncon. The Col de la Bonette, the highest pass road in the Alps, would be the ideal place to launch from the next day for the final flight to Monaco. And this is where I see my chance maybe to pass Chrigel Maurer. My idea is simple: the three-time X-Alps champion is known for not making errors and also that he doesn't slow down under pressure. My strategy is to bet everything on a single horse by attempting a different route.

with Highs and Lows

>> Perfect start: With his win in the prologue race and error-free flight on the first day of the race, Paul Guschlbauer sets the stage for his top ranking finish in the Red Bull X-Alps 2015.



Looking Back.

So far this year everything is going right for me. I've been more than satisfied with my performance right from the start. I didn't even let the new »prologue race« in the Red Bull X-Alps rules put me under pressure. I was the last to launch at the start of that race and the first to reach goal.

My strategy during the race also has been optimal. Have fun, take it easy, listen to your feelings, run and fly as fast as you can and don't push your own limits.

Success came all by itself. On the evening of the first day, Chrigel Maurer, Stephan Gruber and I enjoyed a fantastic flight from the Gaisberg mountain over the Dachstein to the Kampenwand turning point as we flew together into the sunset. We ended the second day in the Grubig lodge high above the turning point in Lermoos. In the room next to mine was the guy in first place. A few days later I felt Chrigel breathing down my neck in the Brenta and noticed that he really had to step on the speed bar to maintain his short lead over Sebastian Huber and me. When I met one of his supporters while hiking up to the next launch near St. Moritz, I knew that halfway through the race, I was only an hour behind the favorite. And for a few hours during my stopover at the turning point in Annecy, I heard that Chrigel had landed less than 15 kilometers away and still had to hike up to launch to get back in the air.



>> Concentrated to the tips of his toes: In the X-Alps, you have to translate every second into distance gained and at the same time find out the latest information about the route ahead.

The hours spent flying are almost like relaxation.





>> Deceptively blue...
the X-Alps pilots are confronted
with hefty turbulence in the

Swiss Engadin region. In the background:
Bernina with the Biancograt.

>> Neck and neck with Chrigel Maurer.

At the turning point Anancy, Paul is only a few kilometers behind the three-time champion.

Things are looking good.

What more can I ask for? I wouldn't mind if things kept going this way... here I am, flying high over Grenoble and my world is in order. It's only two more valley transitions to the Lac de Serre Poncon. Child's play actually.

Before the first valley transition I spiral up to cloud base and head out on my way. My GPS shows 45 km/h ground-speed, then 50, then 70. Suddenly the vario blares its penetrating warning beep for constant sink of more than 3 m/s.

Despite eight days of pushing my body to the max, my somewhat sluggish brain quickly realizes that the fun is over and that the meteorologists who predicted strong northerly winds were right. Now I recognize the real reason why no more clouds are forming further to the east...

I rescue my situation on an undercut slope, soar up again, land, and try to find a solution. But there is none! I'm trapped. The only possibility to escape from here is to fly on the leeward side and to land in the flatlands north of Gap far from the

optimal line. After eleven hours in the harness and a safe landing I feel relieved at first. It's not until the next day that finally I realize how I have maneuvered myself into a bad situation. The previous evening Chrigel Maurer flew as far as the foot of the Col de la Bonette, which I also had hoped to reach. That quickly put an end to the race for first place. And the little bit of optimism I had to make second place disappeared slowly in the course of the day when it became clear that, here in the Alpine foothills, I was

easterly slope near the Col de la Bonette. It's only 80 kilometers to Monaco. Aaron Durogati, Gaspard Petiot and Antoine Girard are in position a few kilometers behind me. I try not to feel the pressure and fly my own line. After five hours I land a few kilometers from the turning point high above the millionaires' city of Monaco in very difficult terrain. My glider gets caught in a tree and I'm lucky that my supporter and friends appear around the corner just in time to help me out of this mess! No one knows exactly how far it is

fully exposed to the storm and would not make it back into the air. Sebastian Huber sailed on by me with no more chance of catching him, and even the chase pack of Aaron Durogati, Gaspard Petiot and Antoine Girard had now caught up!

Give up? Never!

Giving up so close to goal was out of the question. My victory in the prologue gave me a second night pass, and a 120-kilometer-long death march during the night put me back in the race in third place. The next morning I manage to launch just before nine o'clock on an

to goal. Just in case, they give me a final push and encourage me to give all I have and to run as fast as I can! Not until I reach the final turning point, the launch site at Peille, do I realize that I have made it! No one can take third place away from me! Aaron Durogati, Gaspard Petiot and Antoine Girard were close on my heels until shortly before goal. I wasn't aware of that while I was flying. One after the other they show up at goal – sometimes only a few minutes apart. What a finale! 🏆

>> Marked by exhaustion,
but happy to be in goal.



>> Spectacular reception:

Paul is greeted in Monaco by his family and skywalk co-founder Arne Wehrlin.



fast & furious

Up the Zugspitze with Climbing Boots and a Miniwing



Text: Johanna Stöckl | Photos: Julian Bückers

In five hours you can accomplish a lot. But in the mountains, five hours are nothing. Even well trained alpinists just about manage a half day's tour in this time. But if two professional mountain climbers pack their ultra-light paragliders on their backs and get on their way, they can accomplish a lot. Michael Wohlleben and Michael Bückers quickly climbed Germany's highest mountain along one of the most difficult climbing routes and made it back to the valley in time for lunch.

The German professional climbers Michael Wohlleben (25) and Michael Bückers (31) are in their element for professional reasons. Steep walls, exposed ridges and distant peaks are their home and their playground. Ever since the two alpinists completed their paragliding training three years ago, the combination of flying and climbing has opened up completely new possibilities. Sporty versatility paired with the highest proficiency enables another dimension of time management. With the perfect ultralight gear, full-blown and challenging day trips turn into sporty morning adventures. ...

A few facts and figures from the guidebook show just how ambitious a goal like this is:

- »Zwischen den Toren«
- difficulty 7- (6+ /A0),
- climbing height 1000 m,
- initial climb ca. 1,5 hours,
- climbing distance ca. 1300 m,
- climbing time 6 – 10 hours,
- descent without cable car another 5 hours.

»We packed the lightweight TONKAs just in case«. After starting the climb up the 1000 meter wall on this particular day, October 6, 2015, the two quickly noticed that things were »running« right in the truest sense of the word. With Wohlleben leading and Bückers following closely at full speed, the two employed the speed climbing techniques »running belays« and simultaneous climbing to attack the 24-pitch route. This



The duo had long considered the idea of climbing the route »Zwischen den Toren« over the 2875 meter high Schneefenerkopf in the Zugspitze range, returning to Ehrwald by paraglider.

Lift on the ascent ...

Ideally, Michi and Michi wanted to cover the route from and back to the parking lot in five hours. They just didn't plan on achieving this on the first try. »We really just wanted to have a look at the route in peace and quiet«, Wohlleben later said.

means that they skipped some intermediated belays, allowing for 20 quickdraws, to link as many pitches as possible.

This minimalist approach was possible because Michi Wohlleben was able to gain a lot of speed climbing experience in recent years - for example, during the first winter trilogy of the Three Peaks in the Italian Dolomites together with Swiss professional climber Ueli Steck, and also with Julien Irilli



on the Eiger north face, which they managed to climb in five hours and five minutes, the third best time ever. »To climb with this style, you have to have a tight team«, Wohlleben explained. »If one of your falls, it's going to end ugly«.

It's hard to imagine what it means to slip 20 meters above the last piton - the result would be a 40 meter plunge into the abyss.

Tailwind going down ...

For the challenging climb with a guidebook time of six to ten hours, the two need only **two hours and 45 minutes!**

But the flying weather at the summit plateau of the Schneefenerkopf is anything but perfect. It had rained early in the morning and a front is expected again in the evening. Wohlleben and Bückers decide to wait. The wind direction is erratic and sometimes it behaves like one giant rotor. More than 30 minutes pass on the otherwise ideal launch site before Bückers, the more experienced pilot of the two, begins his takeoff run, followed by Wohlleben a few minutes later. What a luxurious descent! After less than ten minutes of a breathtaking panorama of the 1000

meter high wall they just climbed, the two land safely in the valley – and realize after a glance at the time that they can easily break the five hour mark with a quick sprint to the car.

»We could have done even better«, they say with a satisfying laugh. »We could do it in under four hours if we didn't waste so much time...«.



Cliffs, ice, steep walls and high mountains:

Michael Wohlleben is currently one of Germany's most multifaceted mountain climbers. When he was just 17 he climbed the north face of the Eiger, and as part of a team in spring 2015, he set a record for the third fastest time climbing that same notorious face. It's pretty clear that paragliding also belongs to the repertoire of this 25-year old allrounder. Take a look: www.facebook.com/athlete.michi.wohlleben



»The best mountain climber is the one who has the most fun!« - when **Michael Bückers** isn't accompanying like-minded climbers on difficult routes, he shares his motto with his customers. For his descents, the 31-year-old mountain and ski guide prefers the paraglider. <http://michi-bueckers.de>



The **TONKA2** was developed especially for adventure races and alpine expeditions. Launch behavior, glide performance and stability of this 11.8 square meter »large« miniwing were designed so that mountain climbers can fly quickly and safely back to the valley after difficult climbs. <http://skywalk.info/produkte/tonka2>



>> Normally a large playground for paraglider pilots: the scree on the Schneefenerkopf is a perfect launch site in good weather conditions. But the two Michis have to wait at first after their climb. The wind direction is erratic.



Text and Photos:
Carina Tschuschnigg

~~bike~~ bike & fly



>> Tom during the maiden flight of the first prototype.

About a crazy idea and the two, who decided to head out into the country equipped with just bikes and gliders...

“ Birds tweet as the sun coaxes the sweat from our pores. The chains of our bikes whir away and set the rhythm for this late-summer day. Slow and easy. The Wilder Kaiser range amazes us with its panorama and casts a spell over us while we fly from one puffy white thermal cloud to the next, melting away the kilometers. ”



>> On the road and in the air: It's an unforgettable experience to fly past breathtaking landscapes with a full load of gear, knowing that at any time you can land and continue the journey by bike.

Only a dream?

A bike, lightweight and compact, that folds together and fits in the storage area of a harness. A bike that is versatile enough for long distance tours in varying terrain, from rural roads to mountain trails. Easy to handle, but naturally an eye catcher too. Half a year goes by until Thomas Schwaiger builds the first prototype in his workshop that fits his requirements. While Thomas saws, screws and welds away, I come up with the decisive idea. The EAST – the EAsy STorable bicycle – has to be put to the test as soon as possible. And not with a spin around town, but rather a true test of stamina – an adventure.

EAST goes WEST.

St. Hilaire is located about 1000 kilometers from Salzburg. In between are mountains, pass roads, mountains and pass roads. Because humans need clear goals, we plan the adventure so that we arrive in St. Hilaire during the annual Coupe Icare free flight festival. Before we set

out, there is only one small problem to solve: for this trip together we need two bikes, two suitable harnesses to stow the EAST safely during flight, plus a lot of other equipment. The »sh...« can be heard frequently in Thomas' workshop. But with a used industrial sewing machine and self-taught sewing skills,

>> Our clothes are so wet that we can't tell the difference between sweat and rain. Sometimes the wind is so strong that we have to pedal even when riding downhill. Highlights of the trip are the flights with the EASTs and the ARRIBAs when conditions are just right.



he makes progress – and finally we are ready. With two fully loaded bikes, we leave our driveway and head west. Ahead of us lie 1000 km (as the crow flies) and our ambitious goal of reaching St.Hilaire for the Coupe Icare by September 16 at the latest. The approximate route will take us from Salzburg past Lofer through Tirol to the Arlberg, then through the tiny country of Lichtenstein, Graubünden and over the Oberlap and Furka passes to Valais, past Lake Geneva and further on to France.

We want to fly!

The launch site is small and steep, and the wind is blowing somewhat from the side. On the third day, we have reached the launch site at Kössen. Our knees are shaky, our hearts are beating fast, and our conversation is clipped. With 30 kilos of gear on your shoulders, the definition of »these actually look like

good launch conditions!« changes drastically. Lots of pilots are asking lots of questions. »What are you doing here with those bikes? Are you really going to fly with them? Isn't that dangerous? I've never seen anything like that! Are those for sale?« It takes a while until the bikes are folded and stowed in the harnesses

and the two ARRIBAs are unpacked and kited up. There is a lot of enthusiasm and interest in our endeavor. Proudly we try to answer all the questions.

Wind and Weather.

Weather conditions prevent us from taking to the skies very often in the next few days

>> Special moments: a typical Bike&Fly day ends with a campfire.



with the EAST and paraglider, but the flight we DO manage to make are all the more intense. It's an unforgettable experience to fly past breathtaking landscapes with a full load of gear, knowing that at any time you can land and continue the journey by bike. At this moment we feel satisfied from head to toe. To reach our goal on time, we have to make progress by a certain number of kilometers every day. For several days at a time we bike silently through rain and storms. Our clothes are so wet that we can't tell the difference between sweat and rain. Sometimes the wind is so strong that we have to pedal even when riding downhill. Despite all of this we manage to keep up our spirits.

To spend every day in the great outdoors, to discover new regions, to live life intensely, to feel your body in every movement, and in the evening to lull off to sleep after an exhausting day... what more could you ask for? We recharge our batteries at the house of Sandra and Alex, two friends who live near St. Hilaire. After 20 days on the road and in the air, we are about to experience the crowning achievement of the trip – a weekend at the oldest and largest free flying festival in the world. In typical Austria dress, we waltz through the halls of the Coupe Icare and are greeted at the skywalk stand with a Mexican wave. The enthusiasm for us in dirndl and lederhosen is unmatched. Hundreds of visitors watch our video clip and ask questions about »EAST«.

EAST goes back east.

After dancing the night away with friends, we board the train for the journey back to Austria. Everything made it OK - the bikes, the harnesses, even WE made it to our long-desired goal. It was an incredible moment!

»We proved that our project wasn't a bunch of nonsense. We invested so much time, money, thinking, discussions, work and trust in our project that even today I can't describe in words how much experience and emotion it brought us. It was a huge thrill that so many people asked us about the bikes. A product that you build yourself, that you invest so much of your time in, becomes an important part of your life«, Tom says with glassy eyes. »Thanks to all of our friends and acquaintances who supported us and believed in us!«

Thomas Schwaiger:

Loves to tinker with bicycles in his leisure time. Likes to experiment with new things and perfect his craftsmanship. The 34-year-old has worked for the past two years to develop a special new bicycle: a bike that can be used in various everyday situations. He likes to combine his favorite hobby with his latest inventions.



Carina Tschuschnigg:

Has been looking for adventure since her childhood. The 26-year-old spends a lot of time enjoying nature, working in the summer as an outdoor coach and leading groups through the rapids, climbing gardens and the trails of her native country. She also spends most of her free time outdoors, including paragliding. »Thanks to Tom's handwork, I had the chance to fulfill a dream.«



Video of the Bike & Fly Tour

EAST - »Time Experience«

<https://www.youtube.com/watch?v=OJ8WUgjlOgc>

>> With so much metal under your seat, it's important to have a safe glider over your head. With the ARRIBA3, the two selected our simple and lightweight allrounder.



X-

Italia

*An Italian Journey*Text and Photos:
Pierandrea Patrucco

*skywalk ambassador
Pierandrea Patrucco is the
first pilot to cross the arc
of the Italian Alps and
the Apennines. The highlight
of his two-month Italian journey:
a flight from the Italian
mainland to Sicily.*

The first time I vacationed in Calabria in the summer of 1998 and gazed out over the Strait of Messina, it became clear to me: one day I would fly my paraglider from the mainland to the island. That turned out to be the beginning of a great dream. In the course of the next few months I made several attempts to cross the strait, and a few times I came close. But each time I had to turn back just after the halfway point of the eight-kilometer-wide stretch. The sea breeze was too strong and the performance of my glider at the time too weak.

In the following years I went on several bivouac flights through the Alps. I never lost sight of my goal of making my grand dream come true and continued to work on the idea until I came up with a great plan. I decided to make the flight over the Strait of Messina the final leg of a bivouac trip from my home on the western edge of the Alps, along the arc of the Apennines to Calabria. Modelled after Didier Favre's bivouac flights, I decided to call the tour »XKap1111«.

18 years later.

In 2015 it's finally time. Maurizio Bolzoni, a good friend, put a lot of effort into getting the sponsors on board and gathering the necessary equipment so that I can take off three months from work. I begin my journey on May 27 in the best flying conditions with my CHILL3 in Biemonte in the Piedmont region. skywalk promised to send me one of the first CAYENNE5 gliders as soon as the new model is available. With two launches I manage to fly 120 kilometers! Things are looking good. Over the next few days the weather in the region around Cuneo changes temporarily, but this turns out to be the only bad weather period in 2015's »summer of the century«.

The weather varies greatly, just like my flights. Sometimes I'm able to cover large distances, on other days I only manage a few glide-downs. Some days are really nice, while others are difficult and my line is not always clear. But in general I make good progress, following my motto: »turn challenges into opportunities«. The track through Italy begins to take shape. Where-

ever I arrive, local pilots support me and give me valuable information. It's fascinating to meet so many multifaceted people. I often take off from old, forgotten launch sites and a few times these turn into really good flights. When I arrive in Emilia Romagna, I finally switch over to the eagerly awaited CAYENNE5. My pleasure and delight shoot up significantly!

Back pain sets in.

But slowly I realize what I have feared several times over the last few days: my back needs a break if I want to continue the trip in bivouac style. The exhausting climbs and long hikes with my twenty kilos of gear have left their mark. I spend six days in Teramo near the Adriatic Sea and get treated by helpful local pilots with injections and osteopathy.

Flying from Gran Sasso, the highest mountain of the Apennines, I get back on course to the south with a wonderful 75 kilometer flight. But the break was apparently too short – after landing I can barely stand on two legs. Gorio Mandozzi, a doc-



More information about Pierandrea Patrucco and his Italian Journey is available on his Website www.Xkap1111.it and his Facebook wall Xkap1111. Over 15,000 visitors have already followed his trip in the internet, and he personally met 200 of them along the way!

Follow his route on Google Earth:

<https://www.dropbox.com/s/evqszskwui81zhu/xkap1111.kmz?dl=0>

You can see the final kilometers of his approach to Sicily in this video clip in YouTube



>> For nearly 20 years Pierandrea Patrucco dreamed of flying from Calabria to Sicily. The performance of the CAYENNES made it possible.

tor and pilot I'm friends with from back home, makes the long trip to the Marche to treat me.

His therapy works quickly. Apparently I had a pinched nerve. Using my right leg instead of my left leg for the speed bar brings relief. But I will have to abandon my dream of completing the Italian journey only with thermal and some muscle power and give up the idealistic philosophy of »Vol bivouac«. From now on my girlfriend Elena is supporting me. Whenever necessary, she carries part of my equipment. Slowly but steadily we reach the end of the Italian mainland and my goal of Torre Faro in Sicily. The weather and landscape continue to vary. The conditions sometimes allow only a short flight, and other times flights of over 120 kilometers.

On July 12, Elena and I make our first attempt. The large launch site is practically in the clouds. We wait for over an hour before I take off on a test flight. The conditions have improved somewhat, so

I climb above the launch site and flight out to the »point of no return«. And now what do I do? I probably have enough altitude, but I don't have any rescue gear with me – not even a life vest. I turn back, soar along the ridge and top land back at launch.

On the second attempt I am convinced that it will work. In weak climb I manage to make 300 meters over the launch site. 770 meters ASL, eight kilometers to glide. I find the perfect line and fly at 40 km/h with a glide ratio of 10 toward the landmark of Torre Faro, an historical electrical tower that used to be part of a power bridge from the mainland to Sicily. It's incredible. I arrive nearly 300 meters above the tower. That's better than I could have hoped for in my wildest dreams!

My dream has come true! I play around with my remaining altitude, flying around the towers of Torre Faro and land on the beach among the sunbathers. 

>> A fairly tale comes true:

I will never forget my Italian Journey! <<

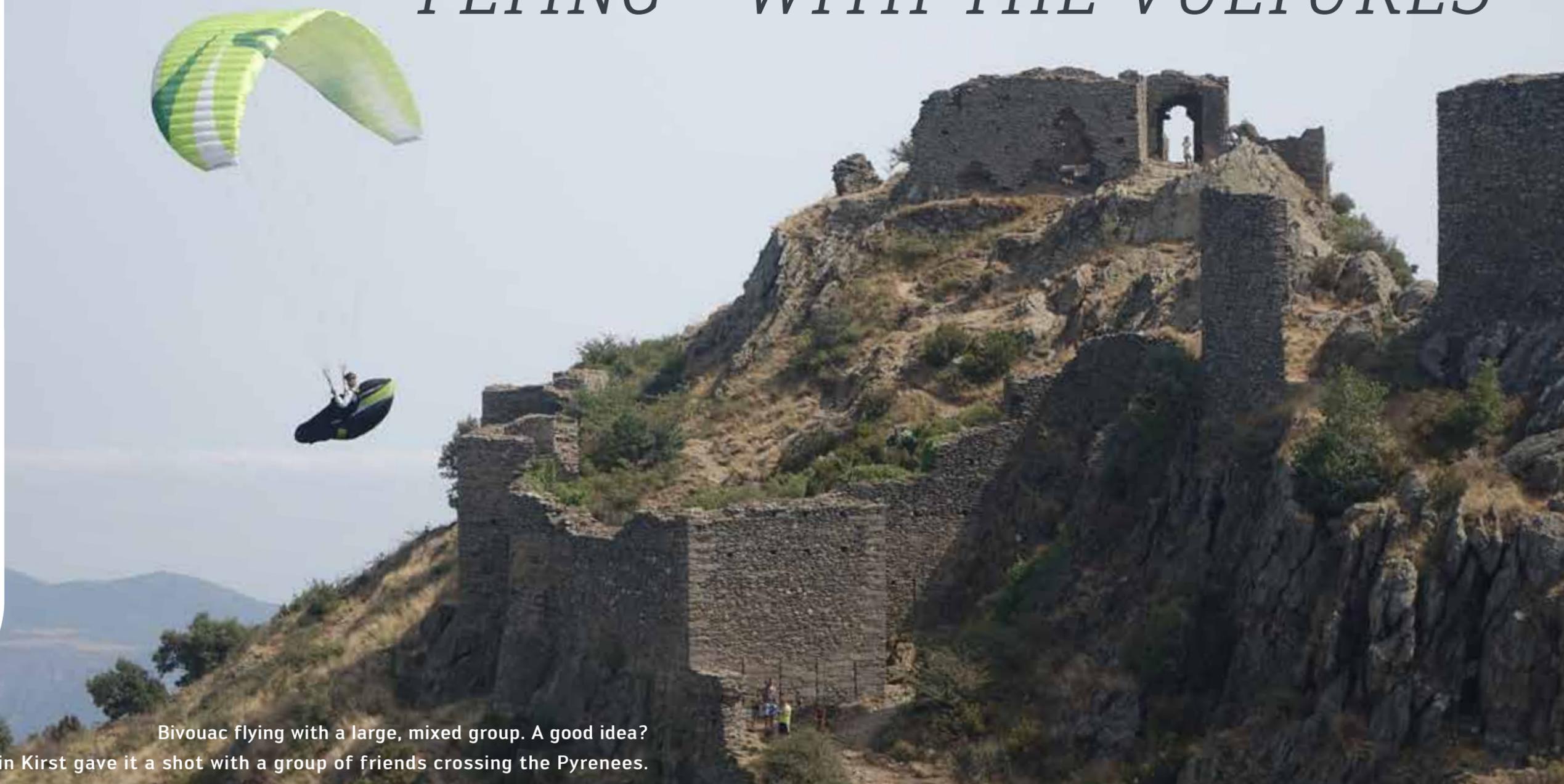


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FLYING WITH THE VULTURES



Bivouac flying with a large, mixed group. A good idea? Christin Kirst gave it a shot with a group of friends crossing the Pyrenees.

Text: Christin Kirst
Photos: Helmut Blaim



Bivouac flying.

Exploring unknown territory, covering hundreds of kilometers by paraglider and on foot, taking in every change in landscape, nature and local people with intensity – not to forget the changes to yourself. When Stefan »Boxi« Bocks told me about his new idea during an event, I was hooked immediately: until then, this icon of the X-Alps had accomplished all

of his walk & fly projects either alone or with a strong partner. But this time he wanted to undertake his next flying adventure with as many good friends as possible. I knew right away that I wanted to be part of this adventure. To realize the project there was still a long way to go: the email distribution list overheated while this motley crew was gradually assembly. Old pros, ambitious

XC pilots and rookies. Some were raring to go while others were more reserved and careful.

Vamos a Pirineos!

A team consisted of two people, each of whom was responsible for the health and well-being of their partner. The planning of the tour was left up to each team and individual to ensure maximum freedom and

individual responsibility. The only stipulation: all teams meet every evening at the day's destination agreed on at launch each morning to share experiences and to begin the next day together.

Only three things were important: a SPOT messenger, a mobile phone and a team partner. The satellite-based SPOT enabled the display of the positions of all other pilots on a smartphone – indispensable in



>> The route through the Pyrenees presented us with an ever-changing landscape, taking us over high mountain pastures, craggy cliffs and deeply-cut, unlandable valleys.

>> The flight down to the beach at Saint-Jean-de-Luz was a worthy conclusion to an unforgettable tour!

the lonely mountains of the Pyrenees and important for tracking the other pilots and their movements even without mobile phone reception. Each pilot had maps and the most important waypoints stored on his smartphone. The emergency number of someone back home ensured that a person could be reached who could organize outside help if need be.

By the time Helmut and I reached Boxi and the other guys in Castejon de Sos, the cheerful group had already successfully crossed half the Pyrenees. We're a bit jealous, but the feeling subsides quickly when we luck out with perfect flying conditions at Spain's XC hotspot. On one of the best flying days of the year, we manage a 100 km flight in perfect thermals and light winds.

Flying in the Pyrenees is a lot different from flying in our trusted Alps. It's rarely possible to follow a main valley. Instead, you fly over mountaintop pastures, passes, craggy cliffs and unlandable, deeply cut valleys. After 65 kilometers I get a cravat and lose the others. Flying alone well below the ridge line, I scratch along the slope, but find it difficult to find my orientation. Is it better to cross to the other side of the valley and continue along the more southerly or more northerly

ridgeline? I constantly study the hiking map displayed on my smartphone in my cockpit and look for possible landing sites below. But then a cloud in front of me begins to swell. Upon closer inspection it turns out to be a majestically circling swarm of vultures – thank you, you wonderful thermal indicators!

At Bellver de Cerdanya, our daily goal, you can see the satisfaction written on everyone's face. The flight was tough, but we were rewarded with fantastic views of gigantic mountain landscapes. The many herds of sheep and horse that flowed like water across the pastures left a big impression on me. Boxi has just arrived and has already organized a place for us to stay. Michi negotiates dinner and drinks with the cook and the waiter in fluent Spanish. In the end, we dine on two giant pans of paella and plenty of vino tinto. We drink to an epic day and share our experiences. Stefan flew more than 100 km for the first time while Thomas dropped out early. He landed in a mountain pasture and plans to rejoin us the next morning when the farmer drives down to the slaughterhouse in the valley. This is more or less how each of the days ends with both high points and low points.

The Ocean in Sight

Time flies. Soon we are just 30 kilometers from the Mediterranean Sea. For the final day of the tour, we plan to climb up a few hundred meters higher than our night's lodging to look for a launch site and, if possible, fly to the beach at Banyuls sur Mer. As in the last few days, the group starts out in a good mood. But the launch site identified in the internet greets us with strong winds, so that most of us decide to head out on foot on the final leg to the sea. In the thickly forested valley, there are no places to land in case we can't climb high enough in the thermals after a windy launch. To the dismay of the hikers, the thermals turn out to be hot and dry. Along the ridge we walk by plenty of possible launch sites, but the wind grows even stronger in the course of the day.

After 28 km we are exhausted. The view of the sea compensates somewhat, but I don't have the energy to wait and hope that the wind will let up on one of the possible launch sites. The thought of drinking a beer on the beach and the salty-humid 500 ver-

tical meters convince Helmut and me to hike down to the road where the first car stops for us: a compact car with three retirees who are happy to squeeze together and make room for us and our rucksacks. Who could have guessed? Near the beach promenade the other Trans-Pyrenees ath-

letes are lying in towels in bathing suits. Now for a quick dip in the water – ahhh, that feels nice! The sun is starting to set when Werner and Bubi point to the sky: Philip and Boxi waited it out and now they crown the end of the trip with a flight to the beach. To the applause of all the beachgoers, the two

perform wingovers all the way down to the sea and once again the group is reunited. Although it's the high season, we manage to find a bed and a large pizza for everyone!

No one in the group is going to forget this bivouac tour!

»The Pyrenees trip in the summer of 2015 was one of the highlights of my flying career – in terms of flying, nature and especially the camaraderie! I never would have thought that it's possible to fly bivouac with such a large group. Each morning an SMS was sent around with the day's destination and in the evening, one after the other arrived by flying, on foot or by thumb-taxi. It didn't matter if a team arrived late or even dropped out for a day and came back the next – it always seemed to work out. The mood was great.«

Equipment

In the Pyrenees it can rain hard, and sudden drops in temperature and changes in the weather are normal. Flying conditions are very challenging – you have to be ready for strong thermals, lots of wind and often unlandable terrain. That's why an easy-to-fly B-wing is the optimal glider for this trip. The ARRIBA3 combines extremely high stability with very good glide and climb performance. The choice of harness is tougher. The FLEX is great because of its high wearing comfort while hiking and while flying. The fully enclosed RANGE AIR is even lighter, has a large airbag, keeps you nicely warm, and has plenty of room for your gear. In my case this was a sleeping bag, isomat, primaloft rain jacket, socks, underwear and t-shirts, shorts, zip pants, thin outer pants, cap, buff, toiletry bag, SPOT, and first-aid kit.



SKYWALKing around the world



»What's so special about England?

The weather!«

skywalk paragliders are flown in more than 40 countries around the world and our local importers are an important part of the skywalk family. Patrick Holmes is one of the early pioneers of paragliding. After years as a member of the British national team, today he concentrates his time and energy on the sale of selected products. We asked our Great Britain importer what the flying scene in the UK is like.

▲: Patrick, tell us, is the flying scene in Great Britain different from the rest of the world?
Did I already mention that the weather here is often lousy? No? OK, then I would like to point that out! Wind and weather, the peculiarities of flying sites and the odd airspace restriction make flying here quite challenging. But England offers unforgettable possibilities – from XC flights in the flatlands to impressive flights through remote and lonely mountainous regions. That's probably the reason why Robbie Whittall and John Pendry are the only paragliding and hang gliding double world champions. Experienced pilots get their money's worth.

▲: And the flying? Is it different to flying on the continent?

Actually no. Here you'll find everything that you also find on the continent – just on a smaller scale. Naturally the weather plays a big role. It changes quickly and unpredictably. You also have to watch out for changes in the wind speed and direction through the day. That's probably why flying here is more regulated than on the continent. Unfortunately, there are airspace restrictions around some of our best XC flying sites. Almost all sites in England are looked after by local clubs. It's important to ask about local customs and practices.

▲: How did you get into paragliding?

My brother spent a season climbing in Chamonix in 1986. When he came back, he had a »Soubeyrat VS27« with him, a glider with 11 cells and a glide ratio of 3.5. I was immediately obsessed after I made my first flight attempts with it. It was nearly impossible to get off the ground, but the feeling was unbelievable. Then the sport grew pretty quickly and every new model opened up new possibilities. After glide ratio 5 came glide ratio 6. Back then in the 1990s I worked as a test pilot and took part in all the big international competitions – it was an exciting time.



▲: Which spots are your favorites?

The most beautiful flying sites are naturally those in my homeland. Here in the Lake District we have a huge variety of beautiful sites that are hardly used. To spend a fantastic day in the Great Outdoors, I rarely have to drive more than a few kilometers. A perfect day is when I take off in Blencathra, fly for a few hours through the unique landscape and then land next to my business or in my own backyard.

▲: What other sites can you recommend?

Like I said, I prefer to fly in scenic mountainous regions. That's why I like the Lake District, the Peak District, the Pennines in the west of England and Scotland to the north. There is less activity at these sites and fewer rules and controlled airspace that you have to think about.

▲: Is the British market different from other markets?

Actually no – except for the weather (laughs). British pilots like to travel and takes courses in other countries or buy their

equipment there. That doesn't make it easy for flight schools here. Our strategy is to support our customers with good service and offer them a choice of the best brands. That's why we also have skywalk in our program. skywalk is a young and fast growing brand made by enthusiastic people. I like that very much. The design is unique and the quality and service are excellent. That makes the products attractive to a lot of pilots.

▲: What challenges are you faced with?

Did I already mention the weather? No, seriously: we have to get more young people enthusiastic about paragliding. In Great Britain the number of pilots has been stagnant for years. We get about as many pilots taking up the sport as those who give it up. The average

age is increasing faster than in the rest of Europe. I think that we have to make a few fundamental changes in how the sport is managed and how we present it to the public.

▲: Do you have any advice for pilots who would like to visit Great Britain?

Do it! Get some advice from locals before you plan your trip and choose the time you come carefully. That will ensure that you have the best holiday of your life! I'm happy to share information any time.

▲: Just one more question left: the traffic rules... When avoiding other pilots – do you pass on the left or on the right...? ;)



>> English airspace - the final frontier...
The XC record on the British Islands is 275.5 km. That looks like a challenge for our 300 km-Armin... ;)



Synergy? ↔ Synergy!

Innovative ideas begin where unconventional ideas from different worlds meet. At skywalk, more than ten developers work constantly on new paragliders, kites and tents, with the result that new technologies are evaluated for their application in other areas. For example, 3D shaping, originally developed for paragliding, is now demonstrating its advantages in kitesurfing.

Text: Manfred Kistler | Photos: skywalk/Flysurfer

The challenges of paragliders and kites are nearly identical: the laws of aerodynamics – lift and drag are rooted in the same basic tenets of physics. When developing a new model, the goal is to improve performance, handling and safety. For this reason, the basic construction materials are the same, from the scissors to the complex 3D simulation software. Because Flysurfer has designed »soft kites« since the very beginning, the materials used are the same: soft kites are constructed like paragliders. Profiles, upper and lower sails, V-parts, diagonal ribs and miniribs are all made from the same textiles and the profile is maintained with ram air...

Thanks to the close collaboration of skywalk's development teams, Flysurfer and the event tent brand X-Gloo, new synergies are constantly being discovered. New developments are tried out in other areas on a regular basis. A highly successful example of this are JET FLAPS, first proven on Flysurfer kites. Today, they also help greatly improve slow flight characteristics and provide more efficient climb and stall performance on skywalk paragliders. On the other hand, 3D shaping shows how paragliding innovations can benefit kite development.

Pressure and Lift

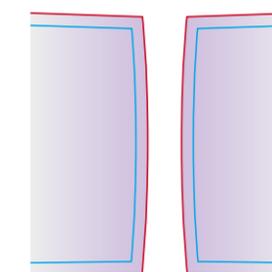
The combination of internal canopy pressure and the effects of life on the upper sail cause the cells of a paraglider to distend. The cells curve around two axes – along the profile contour around the pitch axis and due to so-called ballooning around the longitudinal axis. A good illustration of this effect can be made with a

simple paper bag: if you blow in one end, the inner pressure inflates the bag in the direction of a circular cross-section. To the disappointment of designers and seamstresses, this combination of curving means that a paraglider panel can't be realized with a single piece of material – unless the piece were arbitrarily elastic. The consequence is that some places have too much material and others too little. This can be demonstrated easily with a piece of paper: it's no problem to bend the paper around an axis, but if you try to bend it at the same time around a second axis, the paper will either crumple or tear...

On paragliders, these deviations cause wrinkles at the seams that have a negative effect on the aerodynamics. This is especially a problem at the »nose« of the wing where the majority of the lift is generated. And it's exactly here at front and top of the wing that the profile is strongly curved. 3D shaping makes small lateral cuts to in the wing panel to optimize ballooning and reduce wrinkling. As a rule, the more cuts per panel, the better the cell shaping and the more exact the desired wing profile.



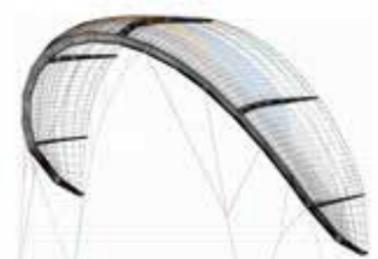
>> Double 3D shaping, here on the CAYENNE5, allows for a much »smoother nose«.



The cuts needed for the individual parts are determined with complex calculations during simulation of the ballooning.

>> Leading edge problem area: the profile curvature and ballooning cause the material to wrinkle. Marked in red: the substantially longer way to the »peak« of the cell, the shorter way to the cell's »valley« is marked in green. With 3D shaping these can be substantially eliminated.





>> 3D shaping doesn't only help to put the planned profile into practice with ram air kites, it's also used in tube kites from Flysurfer – for example the BOOST.



>> Hydrofoil board: when adequate speed = lift is reached, the board rises out of the water.



>> Synergy effects among our employees: pro-kiter Benni Bölli worked for skywalk for two years and now bring his experience to Flysurfer.

Naturally it doesn't make sense to make an arbitrarily large number of cuts because every seam disturbs the longitudinal airflow slightly and massively increases the production effort.

skywalk employed 3D technology for the first time in 2012 during development of the MESCAL4. Now, two additional cross seams optimize the ballooning of each cell on performance-oriented models like CHILI4, CAYENNE5 and POISON X-ALPS.

Run on Hydrofoils

In kitesurfing there is a outright run on absolute high performance kites. The cause of this trend is »foilboarding«. Foil-kiters ride special boards with a long keel with tiny wings. When the rider reaches a certain speed, the board rises completely out of the water. The tiny foil and its assembly create the necessary lift. The effect is sensational! Speedkiters sail across the water at up to 70 km/h and appear to defy the laws of physics. Foilboards produce a lot less drag that results

in higher speeds and more efficient upwind riding. If you want to compete at the front of the pack in spectacular races, you need a kite with maximum performance at the other end of the lines. This is the domain of soft kites, wings that are similar to paragliders and offer maximum performance. Flysurfers soft kite SONIC uses 3D shaping not only for performance optimization, but also as a design element. The cross seams give the SONIC its characteristic look.

3D shaping can also be used on tube kites. With the inflatable BOOST, Flysurfer achieved an especially stable, smooth and strongly performance oriented profile. The result is reflected in its great hang time values and excellent upwind riding performance.

3D shaping enables smoother sails with higher aerodynamics for higher performance in both kitesurfing and paragliding. The »cross pollination« of these design elements is an excellent example of the synergies and technology transfers that happen at skywalk. Excellent placing by team athletes like Benni Bölli, Andi Hanrieder and Peter Müller are the positive side effects of these know-how transfers... 

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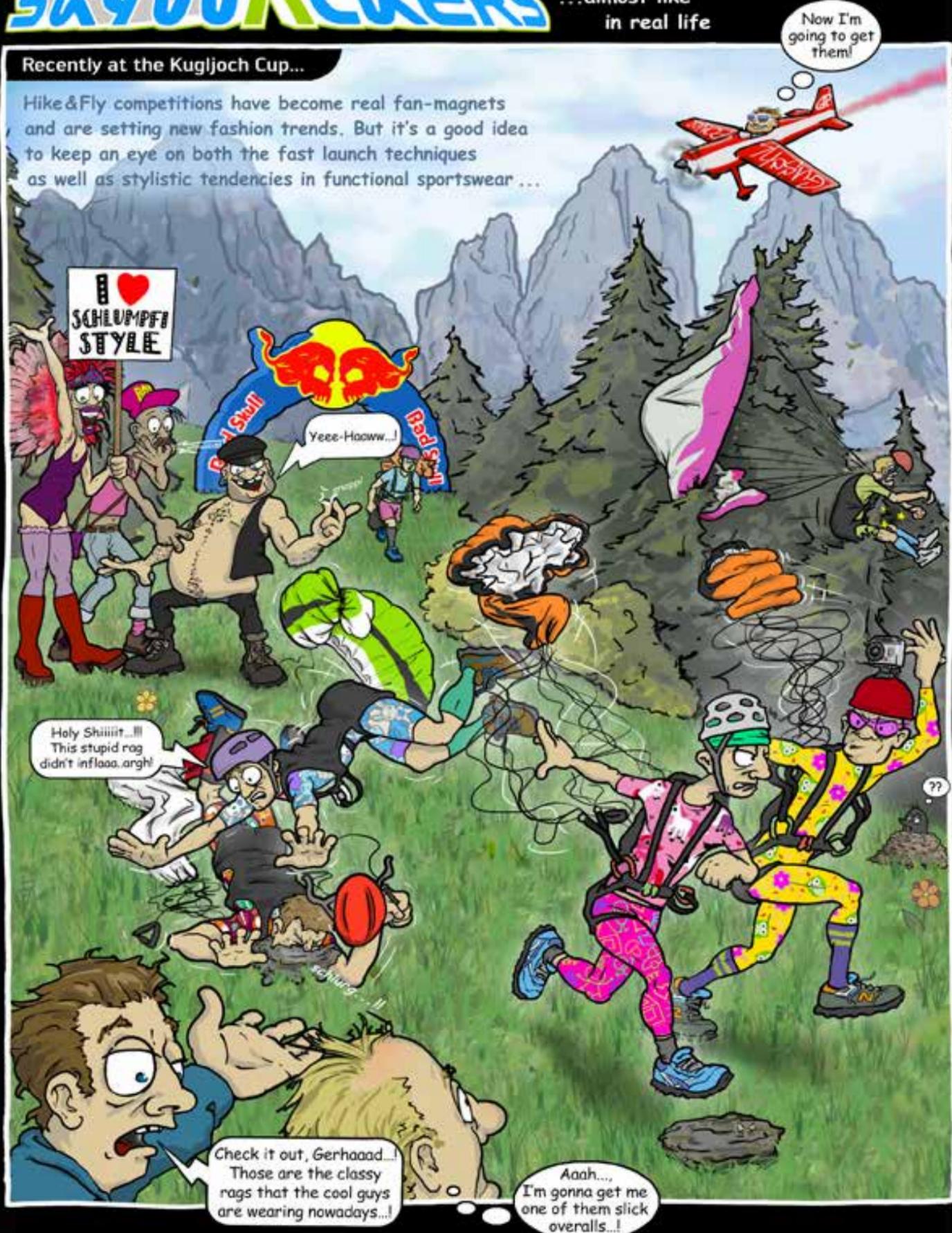
CONFIDENCE MAKES THE DIFFERENCE

THE SKYWALKERS

...almost like
in real life

Recently at the Kugljoch Cup...

Hike&Fly competitions have become real fan-magnets and are setting new fashion trends. But it's a good idea to keep an eye on both the fast launch techniques as well as stylistic tendencies in functional sportswear ...

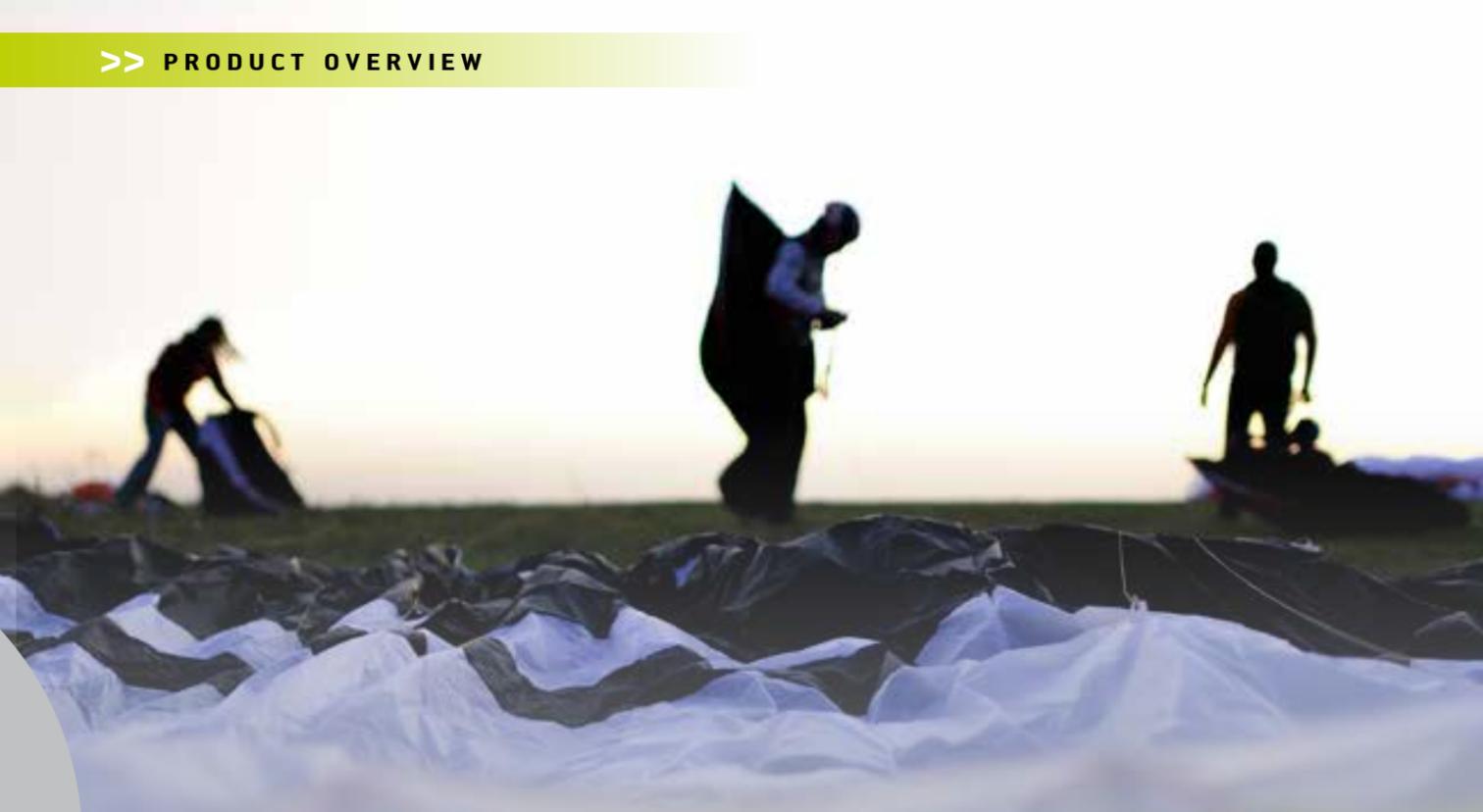


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look & feel

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 that LTF or EN »A, B, C, D« ratings is your judgment of your own flying skills and your personal ambitions.

Our 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? How much perfor-

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!

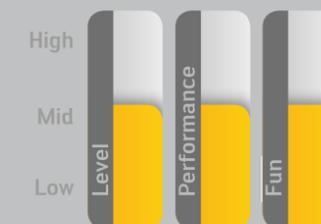
-  **JET FLAPS:** Enormous reserves as you approach the stall point: improved climb performance, especially in tight and strong thermals, longer brake travel to the stall point and an extended »green arc« of airspeed.
-  **2 Main Lines:** 2A, 2B, 2C lines per side and line level: fewer lines, less drag, 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.

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

>> 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.

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. Your skywalk team!

CHILI4

COMING
2016

CHILI4

Good. Simple. Better.

Our CHILIs are a class for themselves. No other wing in the EN-B class combines so much glide and climb performance with such balanced handling. For this reason, developing a new CHILI is more than a just simple challenge for our R&D team.

Improvements in glide and climb performance for a new product are a matter of course. But beside that, what else do pilots expect? Before we drew the first line of the new CHILI4 design, we spent a lot of time considering the feedback of the CHILI community. Your wishes became our command. The new CHILI gives its pilots more precise feedback over

the brake lines and offers more intuitive steering. With a new brake line layout, control line travel now lies perfectly in an ergonomically comfortable range.

The CHILI4 is not a facelift – it's a whole new design. A proper shark nose and meticulous precision in the cell structure ensure constant internal pressure

at all angles of attack and stable cruise flight. Glide performance is improved across the speed curve – from unaccelerated cruise to near comp wing speeds on full bar. The CHILI's characteristic »thermal bite« also profits from the smoother wing while its climb rate remains the industry benchmark.





>> TEQUILA4 video available by QR-scan.

TEQUILA 4

None. Achieves. More.

There has never been a glider quite like the TEQUILA4: Our 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 handling 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.



>> Scan the QR code to go to the product page, including video.



CAYENNE 5

Sport class redefined.

With the CAYENNE5, we are redefining the sport class. Our XC sportster combines real comp wing feeling with the genes of the CAYENNE series. The CAYENNE5 is positioned a little further towards the upper end of its class. After more than a year of development work, we have realized a new

concept with a higher aspect ratio, more cells and a drag-resistance profile. The result is a sport class glider that sets new standards in terms of performance, precision and dynamics. The CAYENNE5 is an XC glider par excellence: It's extremely efficient in thermals and is smooth and stable on glide so the pilot can stay concentrated, even on long XC flights.

The CAYENNE5 converts each and every incremental control input into immediate altitude gain and it has plenty of energy in reserve to let you adjust your turning radius and bank angle to every new situation. Its purpose is clear when you see it. This purebred sport class glider wing is at home in any of the world's top XC arenas!



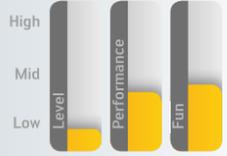
MESCAL 4

XS	S	M	L
34	34	34	34
22,73	26,18	28,70	31,94
19,21	22,12	24,26	27,00
10,45	11,21	11,74	12,38
8,13	8,72	9,14	9,64
4,80	4,80	4,80	4,80
3,44	3,44	3,44	3,44
4,9	5,4	5,8	6,1
55-85	70-95	85-110	100-130
-	100-125	105-130	120-150

new color 2016
 purple
 cyan
 bronze
 blue
 green



allrounder
LTF09: A | EN: A



high end intermediate
LTF09: B | EN: B



orange
 lime
 petrol

CHILI 4

stay tuned...
 for more information:
www.skywalk.info



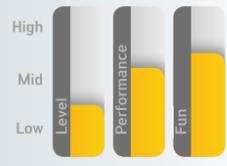
TEQUILA 4

XS	S	M	L
45	45	45	45
22,17	25,54	28,30	30,32
18,85	21,72	24,06	25,78
10,74	11,52	12,13	12,56
8,50	9,12	9,61	9,94
5,20	5,20	5,20	5,20
3,84	3,84	3,84	3,84
4,8	5,3	5,6	5,9
55-75	70-95	85-110	100-130

new color 2016
 orange
 blue
 green



intermediate
LTF09: B | EN: B



xc sportster
LTF09: C | EN: C



white
 orange
 dark green

CAYENNE 5

	XS	S	M	L
Cells	69	69	69	69
Area flat (m²)	22,68	24,10	26,07	27,85
Area projected (m²)	19,43	20,65	22,34	23,87
Wingspan flat (m)	12,06	12,43	12,93	13,36
Wingspan proj. (m)	9,78	10,08	10,48	10,84
Aspect ratio flat	6,41	6,41	6,41	6,41
Aspect ratio projected	4,92	4,92	4,92	4,92
Glider weight (kg)	5,0	5,2	5,5	5,8
Certified weight range (kg)	75-95	85-105	95-115	105-130



COMING
2016

SPICE

SPICE

Long excursions. Light weight.

There is not much left to be said about the CAYENNE5: our XC sportster has re-defined the sport class. Performance and handling are industry benchmarks. With the SPICE, we have created a sport class glider that combines the perfor-

mance of the CAYENNE5 with the weight of a mountain wing. Materials used in the SPICE have been perfectly optimized to the requirements of XC pilots who like to fly from launch sites far away from the mainstream. The combination of materials is substantially lighter and when combined with lightweight but comfortable

Dyneema risers, total weight is reduced by 25 percent versus the CAYENNE5. We purposely didn't push the SPICE's lightweight design to the limits. Instead, we created a reliable companion for experienced XC pilots who spend a lot of time both in the mountains and in the air.

POISON X-ALPS

Push limits. Increase performance. Achieve perfection.

There is probably no better endurance test in the world than the Red Bull X-Alps. This was proved by our team pilots Paul Guschlbauer, Stephan Gruber und Ivan Colas – three pilots whom come from very different backgrounds. A glider that withstands the world's toughest adventure race over a 1000 kilometer route across the Alps has just the right qualities that performance-oriented XC pilots are looking for to help them reach their ambitious goals. The X-ALPS2, produced with CCC certification in a small series for the Red Bull X-Alps 2015, was considered one of the highest performance gliders in the starting field.

Our new serial comp wing POISON X-ALPS is the consequential further development of the X-ALPS2, but with LTF/EN-D certification. Slight changes to trim have increased its performance and responsiveness. More robust top sail material, optimized lines and more clearly laid out risers make the POISON X-ALPS the ideal XC wing for a broad range of pilots.

COMING
2016

POISON X-ALPS

MASALA 2

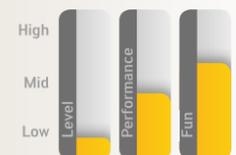
>> Video



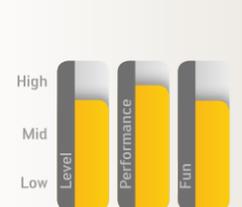
ultralight allrounder
LTF09: A | EN: A

XXS	XS	S	M
34	34	34	34
20.01	22.73	26.18	28.70
16.91	19.21	22.12	24.26
9.80	10.45	11.21	11.74
7.63	8.13	8.72	9.14
4.80	4.80	4.80	4.80
3.44	3.44	3.44	3.44
2.7	3.0	3.3	3.6
55-90	55-95	70-95	85-110

Cells
Area flat (m²)
Area projected (m²)
Wingspan flat (m)
Wingspan proj. (m)
Aspect ratio flat
Aspect ratio projected
Glider weight (kg)
Certified weight range (kg)



lightweight xc sportster
LTF09: C | EN: C



SPICE

	XXS	XS	S	M
Cells	69	69	69	69
Area flat (m²)	21.52	22.68	24.10	26.07
Area projected (m²)	18.44	19.43	20.65	22.34
Wingspan flat (m)	11.75	12.06	12.43	12.93
Wingspan proj. (m)	9.53	9.78	10.08	10.48
Aspect ratio flat	6.41	6.41	6.41	6.41
Aspect ratio projected	4.92	4.92	4.92	4.92
Glider weight (kg)	3.9	4.1	4.3	4.5
Certified weight range (kg)	60-85	75-95	85-105	95-115

Data are subject to change.

ARRIBA 3



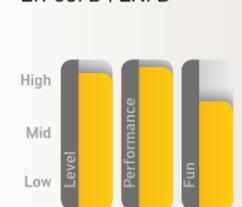
lightweight intermediate
LTF09: B | EN: B

XS	S	M	L
45	45	45	45
22.17	25.54	28.30	30.32
18.85	21.72	24.06	25.78
10.74	11.52	12.13	12.56
8.5	9.12	9.61	9.94
5.20	5.20	5.20	5.20
3.84	3.84	3.84	3.84
3.9	4.2	4.5	4.9
50-80	70-100	85-115	100-135
50-75	70-95	85-110	100-130

Cells
Area flat (m²)
Area projected (m²)
Wingspan flat (m)
Wingspan proj. (m)
Aspect ratio flat
Aspect ratio projected
Glider weight (kg)
Recommended takeoff weight (kg)



ultralight performance
LTF09: D | EN: D



POISON X-ALPS

	XS	S	M
Cells	80	80	80
Area flat (m²)	21.50	23.00	24.40
Area projected (m²)	18.54	19.83	21.04
Wingspan flat (m)	12.27	12.69	13.07
Wingspan proj. (m)	10.00	10.35	10.66
Aspect ratio flat	7.00	7.00	7.00
Aspect ratio projected	5.40	5.40	5.40
Glider weight (kg)	4.0	4.2	4.4
Certified weight range (kg)	65-90	85-105	95-115

Data are subject to change.



TONKA2

TONKA2

Small. Lightweight. And pretty damn fast. The TONKA2 opens up new horizons. With a projected area of just 11.8 m², our new miniwing is the smallest paraglider with LTF/EN certification on the market.

Based on the design of our lightweight MASALA2 mountain glider, the TONKA2 is not only super light, it also has an extremely small packing volume, is extremely fast, but still glides well despite its small area. That makes the TONKA2

the perfect companion for ambitious Hike & Fly enthusiasts, Alpine adventurers and adventure competitions. Three podium positions at the Red Bull Dolomitenmann – enough said!



TONIC

>> Video



x-wing

LTF09: B/C | EN: B/C

S	M	L
26	26	26
16.79	19.00	21.35
14.24	16.12	18.11
8.37	8.91	9.44
6.64	7.07	7.49
4.18	4.18	4.18
3.10	3.10	3.10
2.8	3.1	3.4

Cells
Area flat (m²)
Area projected (m²)
Wingspan flat (m)
Wingspan proj. (m)
Aspect ratio flat
Aspect ratio projected
Glider weight (kg)
Certified weight range (kg)



TONKA2

12	
34	Cells
14.10	Area flat (m ²)
11.80	Area projected (m ²)
8.22	Wingspan flat (m)
6.40	Wingspan proj. (m)
4.80	Aspect ratio flat
3.44	Aspect ratio projected
2.1	Glider weight (kg)
70-85	Certified weight range (kg)



ultralight miniwing
LTF09: D | EN: D



JOIN'T3

Join together!

With its huge weight range (100 kg – 200 kg in size S and 130 kg - 225 kg 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



biplace
LTF09: B | EN: B



JOIN'T3

	S	M
Cells	49	49
Area flat (m ²)	37.50	41.20
Area projected (m ²)	32.00	35.20
Wingspan flat (m)	14.20	14.87
Wingspan proj. (m)	11.20	11.73
Aspect ratio flat	5.37	5.37
Aspect ratio projected	3.91	3.91
Glider weight (kg)	7.2	7.6
Certified weight range (kg)	100-200	130-225



HYBRID PARAGLIDERS

For some time we have offered so-called hybrid gliders in our product portfolio

that are suitable for both powered and unpowered flight. In addition to the MOJITO.HY and SCOTCH.HY mentioned here, the MESCAL4 is also motor-certified.

You can find out more information at the skywalk website:

www.skywalk.info



motor & mountain-glider
LTF03: 1 | DULV

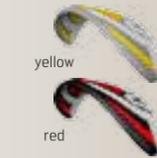


MOJITO.HY

	S	M	L	XL
Cells	39	39	39	39
Area flat (m ²)	26.08	28.40	30.40	32.13
Area projected (m ²)	22.50	24.50	26.25	27.72
Wingspan flat (m)	11.19	11.68	12.09	12.42
Wingspan projected (m)	8.91	9.30	9.64	9.89
Aspect ratio flat	4.80	4.80	4.80	4.80
Aspect ratio projected	3.53	3.53	3.53	3.53
Glider weight (kg)	5.6	6.1	6.5	6.9
Takeoff weight without motor LTF (kg)	75-95	90-110	105-125	115-140
Takeoff weight with motor DULV (kg)	75-120	90-140	105-160	115-180



motor & mountain-glider
LTF03: 1-2 | DULV



SCOTCH.HY

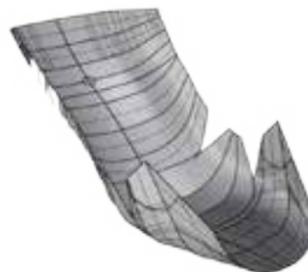
	M	L
Cells	51	51
Area flat (m ²)	27.50	30.40
Area projected (m ²)	23.80	26.40
Wingspan flat (m)	12.01	12.57
Wingspan projected (m)	9.63	10.13
Aspect ratio flat	5.20	5.20
Aspect ratio projected	3.89	3.89
Glider weight (kg)	6.4	6.9
Takeoff weight without motor LTF (kg)	90-110	105-130
Takeoff weight with motor DULV (kg)	90-130	105-150





RANGEX-ALPS

>> The »hammock« is the core of the RANGE AIR and RANGE X-ALPS. The fiberglass reinforced seat shell offers maximum sitting comfort for hours of XC flying.



we integrated the reserve parachute underneath the seat. In an emergency, the removable foam protector meets LTF deceleration values. As with the RANGE AIR, a ram air-filled outer skin provides great aerodynamics and lots of storage room, even for multi-day bivouac tours.

The RANGE X-ALPS is targeted at pilots who compete in Hike & Fly competitions, XC pilots who optimize their gear down to the last gram, and those who are planning the ultimate bivouac tour.

RANGE X-ALPS

Extreme race. Extreme harness.

With the RANGE X-ALPS, we have raised the bar for lightweight pod harnesses to a new level. The serial version of our Red Bull X-Alps 2015 harness weighs

just 960grams. With an LFT tested foam protector (380g), total weight increases to just a hair over 1.3 kg. Spliced adjustment straps allow an optimal seat position adjustment of the fiberglass reinforced seat shell. At the request of many pilots,



RANGEAR

RANGE AIR

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 in the RANGE AIR, you'll never go back to a heavy »armchair «.

FLEX

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 knocked. 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. Other accessories are optional (see below).



RANGEX-ALPS

air inflated ultralight harness
LTF09 I max 100 kg

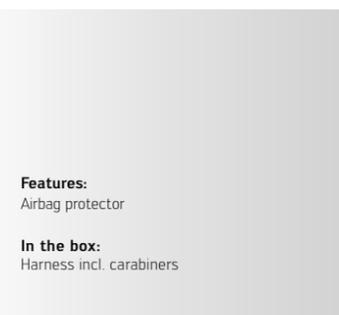
S/M	L	Pilot height (cm)
← 170 - 182	→ 181 - 193	
960	980	Weight* (g)
44	44	Distance between carabiners (cm)

* Weight of harness excl. aluminum carabiners, cockpit and protector.



Features:
Moussebag protector
Ram air outer shell

In the box:
Harness incl. aluminum carabiners, V-lines, speedbar, cockpit, cockpit bag, foam protector, packsack HIKE55



Features:
Airbag protector

In the box:
Harness incl. carabiners



FLEX

reversible lightweight harness
LTF09 I max 120 kg

	S	M	L
Pilot height (cm)	170	184	195
Weight (g)	0,6	0,7	0,8
Weight incl. airbag/rucksack (kg)	1,7	1,8	1,9
Volume airbag/rucksack (l)	60	60	60

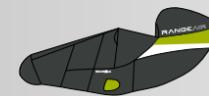


RANGEAR

air inflated lightweight harness
LTF09 I max 110 kg

S	M	L	Pilot height (cm)
← 170	170 - 183	182 →	
1,9	2,1	2,3	Weight* (g)
39	41	43	Distance between carabiners (cm)

* Weight of harness excl. aluminum carabiners, incl. front container.



Features:
Airbag protector
Ram air outer shell

In the box:
Harness incl. aluminum carabiners, speedbar, V-line, front container, cockpit

OPTIONAL ACCESSORIES FLEX



V-LINE RESCUE



AIRBAG/RUCKSACK



FRONT CONTAINER



LIGHTWEIGHT SPEEDBAR



CULT C

Light and safe - right from the beginning.

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.



CULT 3

The allround harness with safety advantages.

Our CULT3 allround harness is equipped with a 17 cm foam protector and optional side protectors for additional safety. In the case of a reserve chute deployment, the CULT3 boasts an automatic separation system for the leg stirrup that draws in the speed bar with an elastic cord. The CULT3 weights just 4.6 kg in size M and is a true allrounder for anyone from novices to beginning acro and XC pilots.

CULT C

lightweight harness

XS	S	M	L
-	160	170	185
←165	175	185	185→
34 x 27	36 x 30	38 x 32	40 x 34
3,2	3,4	3,6	3,9

Pilot height min (cm)
Pilot height max (cm)
Seat board - length x width (cm)
Weight (kg)

Features:
Foam-air protector

In the box:
Harness incl. carabiners, speedbar, V-line

Optional:
Front container (for 2nd rescue)

CULT 3

cross over harness
LTF09 | max 120 kg

XS	S	M	L	XL
-	150	160	170	180
165	165	175	185	195
34 x 30	36 x 32	38 x 34	40 x 35	42 x 38
4,4	4,5	4,6	4,7	4,8

Pilot height min (cm)
Pilot height max (cm)
Seat board - length x width (cm)
Weight (kg)

Features:
Foam protector
Automatic Separation leg stirrup

In the box:
Harness incl. aluminum carabiners,
leg stirrup, speedbar, V-lines

OPTIONAL ACCESSORIES CULT3

To make our allround harness even safer, we offer additional safety features: The AS speed system automatically separates when the reserve chute is deployed; the MI side protectors offer additional protection from a side impact.



AS-SPEEDSYSTEM



MI-SIDE PROTECTORS

PEPPER LIGHT

lightweight rescue chute
EN | LTF

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



>> Useful and stylish items for skywalk pilots.

For information about additional items: <http://shop.skywalk.info>



01 - Rucksack ALPINE: Size M: 135l | 1,045 kg, Size L: 175l | 1,180 kg

02 - Rucksack HIKE 55: Volume: 55 l | Weight: 460 g
& **Rucksack HIKE 80:** Volume: 80 l | Weight: 580 g

03 - Bottle holder HIKE: Dimensions: Height = 18 cm, Ø = 9 cm
Closure: Velcro

04 - Fast packing bag EASY BAG: Has enough room for glider and harness. Volume: 200 l | Weight: 800g

05 - STORAGE BAG PLUS: Ventilated storage bag including carrying system, unisize

06 - Glider bag STRETCH: With stretch material, suitable for our lightweight glider; colors: green, orange

07 - Glider bag: Unisize, black

08 - Riser pouch: Protects the material against abrasion during storage. Dimensions: 68 x 18 cm, black

09 - SOFTBAG: »Cell-on-cell-glider bag« with optimal ventilation, unisize

>> Useful and stylish items for skywalk pilots.

For information about additional items:

<http://shop.skywalk.info>



01 - Compression strap LIGHT: Integrated riser pouch; suitable for Dyneema risers; colors: green, orange

02 - Compression strap: High quality, padded packing strap

03 - First Aid Kit: Contains bandages, rescue blanket, tick tweezers und emergency knife

04 - Windsock: So that you always know, which way the wind is blowing, dimensions: 95 x 23 cm

05 - Cockpit: Roomy, adjustable angle flight deck, unisize

06 - Speed bar: Angled 90°; incl. lines, brummel hooks and stopper

07 - Tandem spreader: Different mounting points for optimal load distribution, including shackles und carabiners



08 - Aluminum carabiners TRIPLE LOCK: Weight: 63g, breaking load 20kn

09 - Brake handles: 3 different versions (with magnet, swivel & snap fastener, with swivel & magnet)

10 - Brake handles HIKE: Lightweight handles, 2 versions (with Velcro, with snap fastener)

11 - ERGO HANDLE: Adjustable size brake handle with magnet

12 - Rucksack: In cooperation with SALEWA. V-shaped, ergonomic fit, high wearing comfort, many details. Volume: 15l

13 - Water bottle: In cooperation with SALEWA. Indestructible, two closure systems, carabiner mechanism; BPA free. Volume 0,75l

14 - Bandana: Use as a neckerchief, balaclava, hairband or scar. Unisize

15 - Hip Bag: Comfortable and roomy. Unisize



>> skywalk Fan Shirts



16 - TEAM Shirt: Classic Design. Sizes: XS-XXL

17 - ALPINE Shirt: a clear fashion statement, elaborate wrap-around print. Sizes: XS-XXL

18 - Longsleeve: sporty long sleeve shirt, stretch fabric. Sizes: XS-XXL



19 - SALEWA PEDROC DRY W TANK: Breathable, lightweight, quick drying, abrasion-resistant, 4-way stretch, odor-neutralizing, water-repellent; Product description: skin-friendly flat seam, flat and seamless sides, drapable soft waistband color: red onion. Sizes: XS-XL | Weight: 101g

20 - SALEWA ORTLES HIGHLOFT W ZIP HOODY: Breathable, quick drying, water-repellent, abrasion-resistant; 2-way stretch, front neck zipper, soft inside color for more wearing comfort, 2 zippered outside pockets, breast pocket suitable for climbing and backpacking; color: night black. Sizes: XS-XL | Weight: 299g

>> For our lady pilots



>> skywalk Sportswear Collection

Functional sportswear in cooperation with SALEWA

Developed jointly with mountain sports outfitter SALEWA, our collection will not only keep you warm, it also looks pretty damn good! Functional materials and styles optimized for paragliders ensure that you don't sweat unnecessarily on the way up to launch and that you maintain the optimal temperature in the air. The SALEWA collection is available from all skywalk dealers and can be ordered from the skywalk webshop at: shop.skywalk.info.



01 - KECHU JACKET: Designed to be worn all year round, this jacket is water and wind resistant and has a hood that can be adjusted with one hand. Balaclava with a shaped visor, zippered ventilation slit on the back of the upper arm, ergonomically shaped sleeves, waterproof 2-way front zipper, 2 zippered outer pockets, breathable. Size: 46/S - 56/XXXL | Weight: 503 g (50/L)

02 - SASSONGHER JACKET: Whether you wear it as a layer or solo, the Polarlite Jacket works to keep your body warm and dry while hiking and flying. Tailored hood with elastic binding, elastic sleeve cuffs with thumb loop, breast pocket, slim cut, stretchy, moisture-wicking, soft. Size: 46/S - 56/XXXL | Weight: 446 g (50/L)

03 - ORTLER HYBRID JACKET: When the flying gets cold and uncomfortable, the Primaloft Silver lining, the padded hood, the Durastretch material and the body mapping concept ensure perfect thermal insulation even in the most sensitive places. Slim cut, high collar, free movement thanks to stretch material, 2 front pockets, elastic sleeve cuffs with thumb loop. Water and wind resistant, quick drying, lightweight, breathable. Size: 46/S - 56/XXXL | Weight: 460 g (50/L)

04 - PEDROC PANT: Robust and yet lightly stretchable Durastretch material in these hiking trousers is highly breathable, and quickly draws moisture from the body. The elastic waistband ensures a great fit. Hidden front zipper, 2 front pockets, sewn-on rear pockets. Size: 46/S - 56/XXXL | Weight: 315 g (50/L).

05 - GRIVOLA PANT: Fits great and ready for every Alpine adventure: the slim styled Grivola Pant is made of flexible and odor-neutral Durastretch Bamboo skin material that protects effectively against sun, wind and weather. Slim cut legs, Velcro waist adjustment on the side, 2 zippered outer pockets, water and wind resistant, quick drying, breathable, easy care. Size: 46/S - 56/XXXL | Weight: 460 g (50/L)



>> skywalk X-Alps Collection

Functional sportswear in cooperation with SALEWA

The Red Bull-X-Alps are the world's toughest outdoor race. And the demands on the athletes' sportswear are equally enormous. A selection of items from the Red Bull-X-Alps collection, developed by SALEWA and worn by all athletes at the start of the race in Salzburg, is now available from all skywalk dealers or from the skywalk webshop.

06 - X-Alps LOGO TEE: The original T-Shirt of the Red Bull X-Alps. Lightweight and breathable. Back length: 70 cm (50/L). Size: 46/S - 56/XXXL | Weight: 109 g (50/L)

07 - X-Alps PEDROC SHORTS: Pedroc Short is sporty and ambitious. The flexible Durastretch material is light as a feather, water repellent and offers optimum freedom of movement for any activity. Elastic waist band with draw cord adjustment at the hem. Pockets on rear and upper thigh. Size: 46/S - 56/XXXL | Weight: 135 g

08 - X-Alps HEADBAND: Wind resistant, quick drying, insulating functional headband



09 - X-Alps PEDROC HYBRID JACKET: For Hike & Fly, the most important feature is functional protection. Light and flexible and with ultimate active breathing, the Pedroc Hybrid Jacket is the perfect choice for fast climbing. Trimmed, lined hood with adjustment at the back, thumb loop, front zipper with windproof strip, fused main seam, small packing volume integrated compression bag. Size: 46/S - 56/XXXL | Weight: 365 g (50/L)

10 - X-Alps CAP: The original cap of the Red Bull X-Alps. Adjustable size, moisture repellent inner sweatband

11 - X-Alps SENIAM DRY TEE: Whether you're on a multi-day bivouac or a short excursion in the mountains – the Seniam Dry Tee is the right choice for any adventure. Soft, breathable, 4-way stretch, odor neutral. Back length 70 cm (50/L). Size: 46/S - 56/XXXL | Weight: 163 g (50/L)

More information: shop.skywalk.info



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Official partners

Athletes: Roger Schöli & Simon Gietl (Alpinists); Location: Lagazuoi – Dolomite Alps (Italy); Pic: Matteo Moccilin / Storyteller-Labs