

SKYWALK EMOTIONS

M A G A L O G 2 0 1 8



P U R E P A S S I O N F O R F L Y I N G

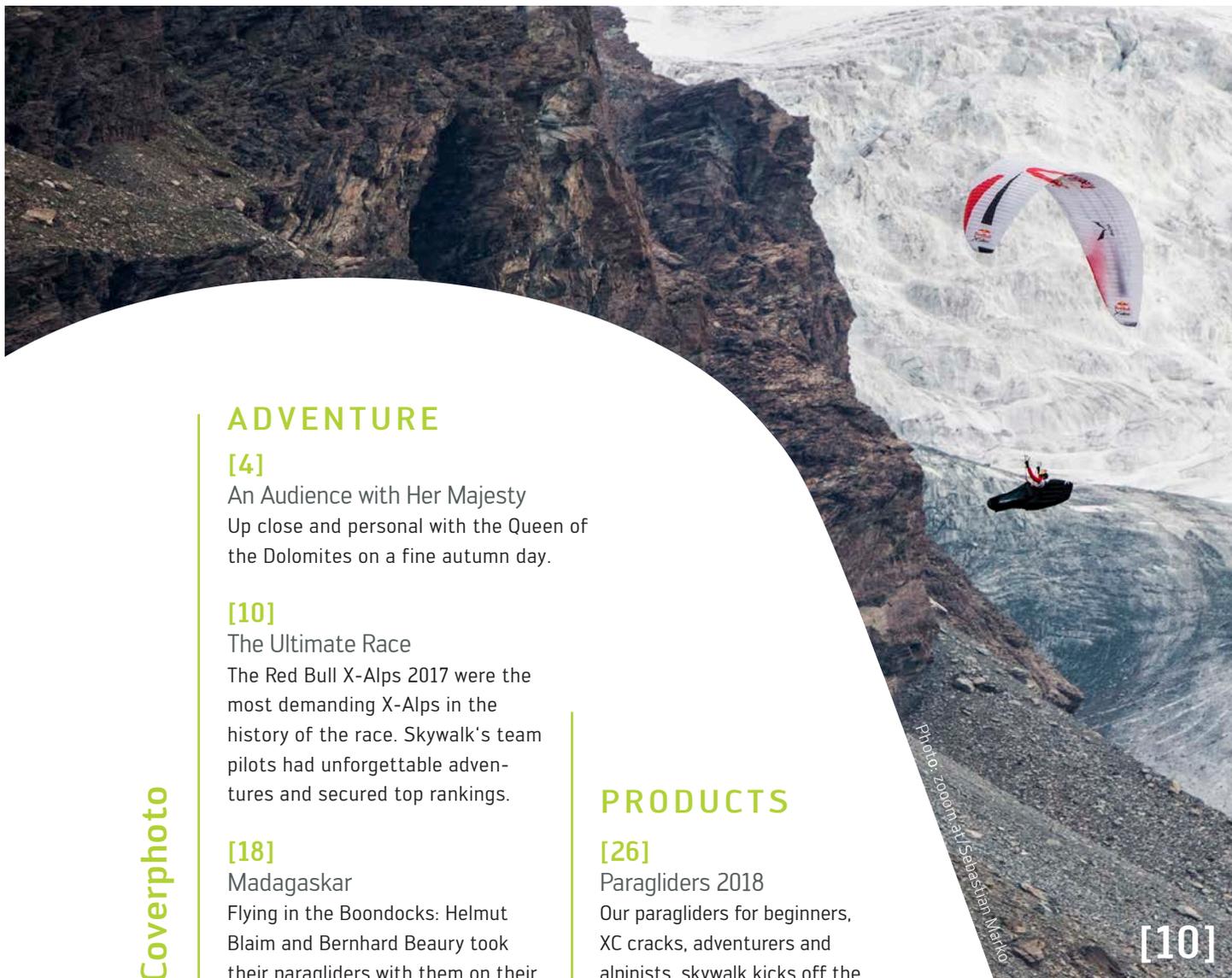


Photo: zoom in at Sebastian Mello

[10]

Coverphoto

ADVENTURE

[4]

An Audience with Her Majesty
Up close and personal with the Queen of the Dolomites on a fine autumn day.

[10]

The Ultimate Race
The Red Bull X-Alps 2017 were the most demanding X-Alps in the history of the race. Skywalk's team pilots had unforgettable adventures and secured top rankings.

[18]

Madagaskar
Flying in the Boondocks: Helmut Blaim and Bernhard Beaury took their paragliders with them on their trip to the remote island.

PRODUCTS

[26]

Paragliders 2018
Our paragliders for beginners, XC cracks, adventurers and alpinists. skywalk kicks off the 2018 season with 4 new models.

[35]

Harnesses 2018
Comfortable in the air: our harnesses for beginners, intermediates and high-flyers.

[39]

skywalk Accessories
Accessories and stylish sportswear for pilots.

TECHNOLOGY

[22]

Sitting Like a King
If you feel better, you fly better. The harness plays a significant role as the interface between pilot and paraglider.



Glider: MASALA3
Location: Lake Garda | Italy
Photographer: Tristan Shu
Pilot: Edouard Potel

www.skywalk.info



[skywalk.paragliders](https://www.facebook.com/skywalk.paragliders)



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

IMPRINT

Publisher

Skywalk GmbH & Co. KG
Windeckstraße 4 · 83250 Marquartstein
GERMANY
Tel.: +49 -8641-69484-0
Mail: info@skywalk.info

Editorial Staff

Gerhard Holzner, Christoph Kirsch
Daniel Gassner, Rolf Rinklin

Translator

David Humphrey

Photo Editors

Gerhard Holzner, Rolf Rinklin

Photos

Tristan Shu, Philippe Broers, Alex Höllwarth, Red Bull Content Pool, skywalk

Design & Layout

Formgeber - Rolf Rinklin
www.formgeber.de

Printing

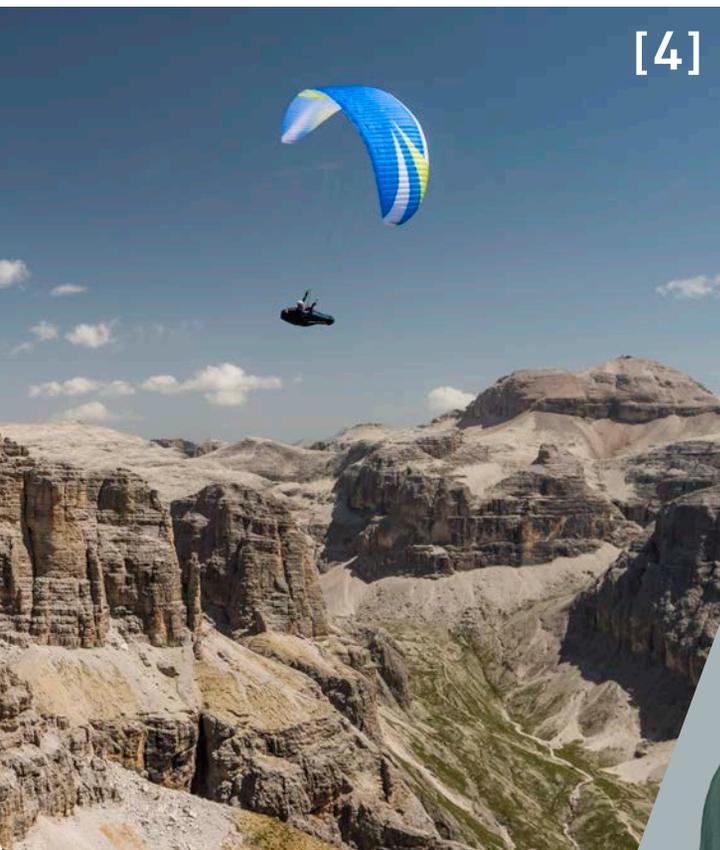
www.wp-consult.eu



[22]



[18]



[4]

Paragliding X.0

For many, DIGISITATION is the ultimate mega trend others find it merely a logical consequence of technological advances. It is clear that DIGISITATION affects all aspects of life, and will certainly result in changes to paragliding.

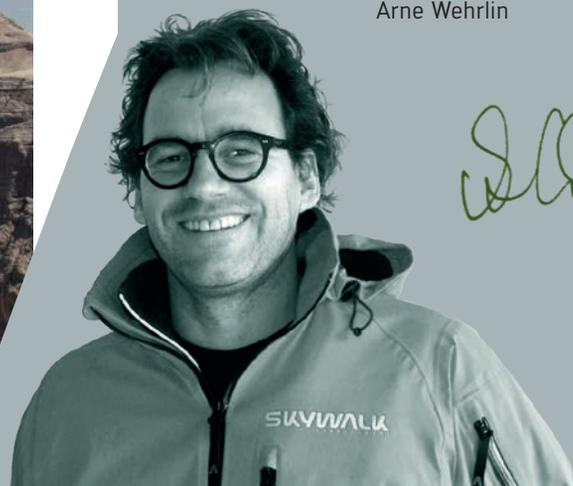
We can already observe the worlds best pilots live over the internet as they compete in events like the Red Bull X-Alps, or plan clever new XC routes or even practice thermalling on our computers. The next generation of varios will communicate with each other and indicate in realtime where our friends have found lift, are crossing valleys or maybe are even in danger.

In spite of all technical progress, flying paragliders remains an analogue sport – and that is a good thing! No computer can simulate how the air, or how a neprototype glider feels.

Even though digitisation is a major help in many areas, and plays a major role in improving our products, the analogue component of our sport is what fascinates me. Thermalling with an eagle is simply awe-inspiring, especially when he finds the best lift with no electronics help whatsoever and you're left behind once again.

We hope our new MAGALOG will inspire and entertain you with new insights into the skywalk world. This MAGALOG is published both in analogue and digital formats, old and new belong together.

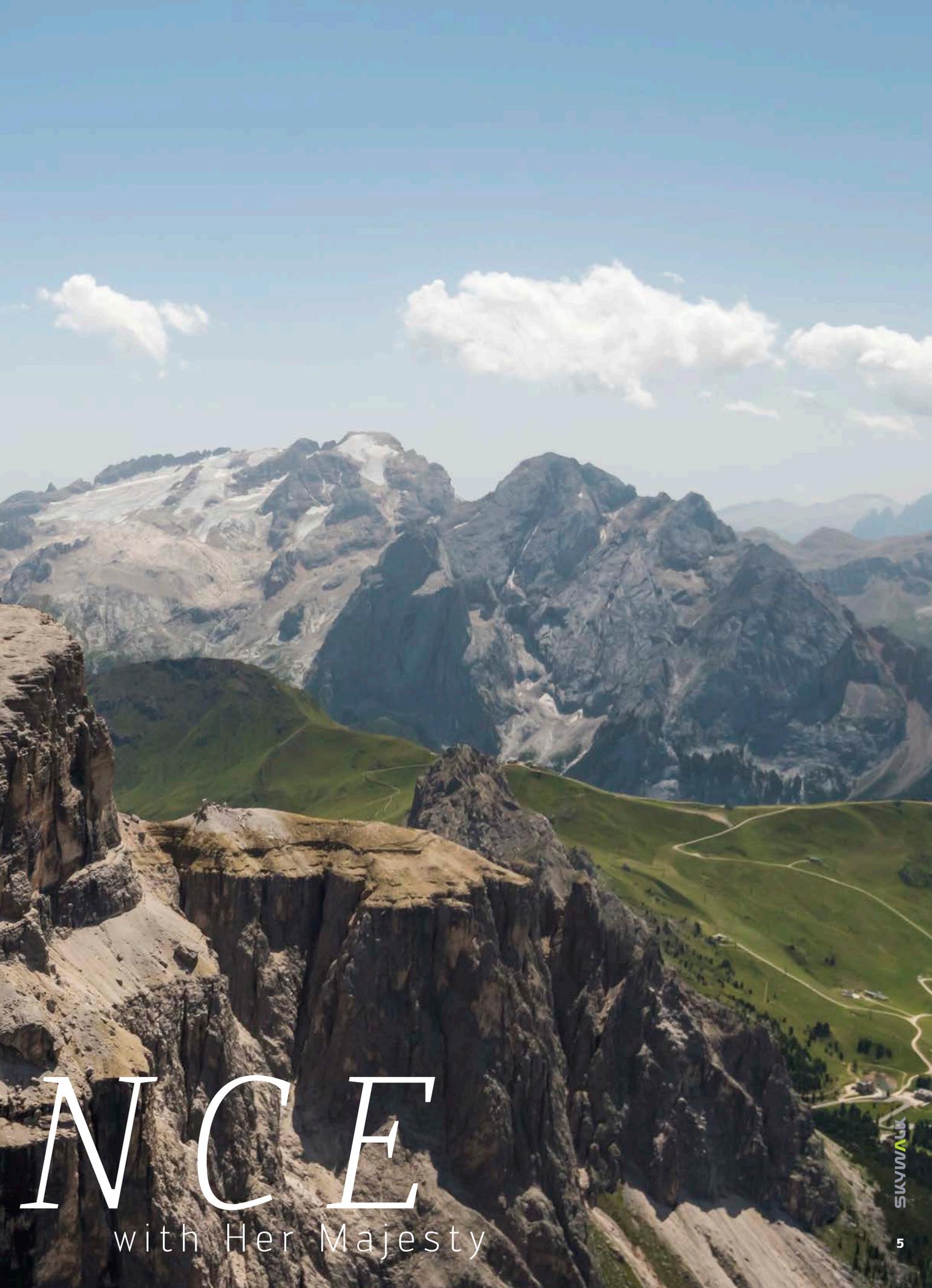
Arne Wehrlin



>> ADVENTURE

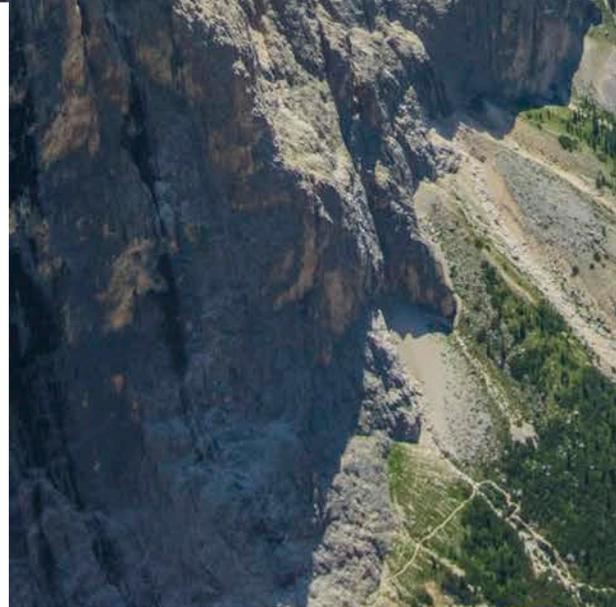
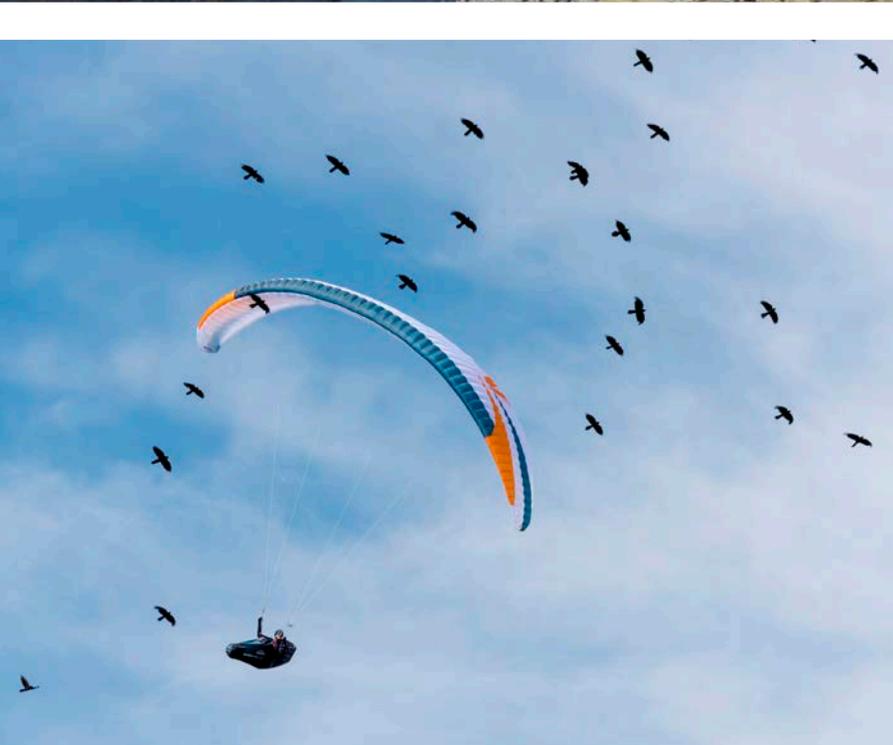


AUDIE



NCE

with Her Majesty



>> Feathered messengers and small white cotton puffs guide pilots through the breathtaking landscape in autumn.



Text: Christoph Kirsch, Photos: Tristan Shu



If you want to pay your respects to a queen, you can't just knock on the door of her palace. If you want an audience, you must approach humbly and choose the right time. The Queen of the Dolomites lets visitors from the air get close to her only on hand-picked days.

Those who have visited the rock cathedrals of the Dolomites, will always return. The elegant towers of golden yellow lime have an almost magical attraction. At 3,343 meters, the Marmolada towers over all other massifs of the landscape created 250 million years ago by a whim of nature. That makes it a sought-after destination for mountaineers and alpinists. The ascents are demanding because even on the easy routes climbers can quickly be surprised by rising storms or surrounded by towers of clouds, making orientation difficult and the descent dangerous.

Visitors who arrive by air are lucky. Especially in autumn, when the low sun colors the autumn leaves of the surrounding forests and illuminates their rocks in soft tones of golden yellow, the Marmolada invites us to visit. The masses of day-trippers in Septem-



>> The 3343-meter-high Marmolada is considered the queen of the Dolomites. Her peak is often sheathed in clouds, forcing summit aspirants to turn back.

The autumn, when the sun gradually loses its power, is the right time for paragliding pilots to ask the queen for an audience.

ber and October have long since returned to the concrete silos of the big cities, and slowly calm returns to the Rosengarten, Sellastock and Langkofel massif. The often frightening up and down drafts that keep Marmolada's hang glider and paraglider pilots at bay in the summer turn into soft, even updrafts.



A good starting point to explore the Marmolada are the grassy slopes below the Grohmannspitze in the Langkofel massif. With lightweight equipment, the ascent from the valley takes less than two hours. If you reach the foot of the wall at lunchtime, then you are just in time to rise up over the steep rocks with the first

warm air bubbles. In the Rosengarten to the right, you'll get a first impression of whether the day is suitable for an audience with the queen. If the thermals on the six sharp-edged Vajolet towers reach 3000 meters by early afternoon, the attempt could be worth it. You'll have a good chance of making the transition to

the Sella massif and Fedaia Lake if little feathered messengers and small white cumulus clouds mark the way to the palace of the Queen. Finally, if the 3200-meter-high Gran Vernel, which protects the Marmolada on its west side, welcomes you with a strong updraft, then you've done everything right. ▲



Foto: zoom.at/Sebastian Marko





the ultimate race

The Red Bull X-Alps 2017 were the most demanding X-Alps in the 14-year history of the race. The route required athletes to cross the main ridge of the Alps three times and to cope like never before with the moody Alpine weather. skywalk's team pilots experienced unforgettable adventures and managed to secure four top rankings.



Christian Maurer
Platz 1



Paul Guschlbauer
Platz 3



Ferdinand v. Schelven
Platz 4



Simon Oberrauner
Platz 5



Richard Brezina
Platz 15



Jesse Williams
Platz 18



Manuel Nübel
verletzt ausgesch.



Stephan Gruber
verletzt ausgesch.

>> Seven teams competed in the Red Bull X-Alps 2017 with skywalk's ultra lightweight X-ALPS3, developed especially for the race.

Richard Brezina chose the POISON X-Alps. Top favorite Christian Maurer was once again most success navigator of the 1138 kilometer course.

After ten days, 23 hours and 23 minutes, he was the first to reach the finish. In 96.8 hours he ran 535 kilometers and flew in 45 hours a distance of 1736 kilometers..

W

hen the paragliding world's most exciting event kicks off every two years in July, the sun always shines. At least since 2003. In fact, you can set you watch by it. And now this. This time, when on July 2 the starter's gun of the Red Bull X-Alps 2017 sounds at Salzburg's Mozartplatz, waterproof covers are needed to protect the sensitive gear of the athletes from the wetness that seems to permeate every pore within a few minutes.

The hope of finding flyable weather conditions on the southern side of the main Alpine ridge motivates the 31 teams to press on through the rain. To continue hiking through the night, fellow favorite Sebastian Huber cashes in his additional »Night Pass«, which he won two days earlier at the prestigious prolog. Hiking mostly on asphalt to make kilometers as fast as possible, he flees the merciless rain. But when he arrives on the morning of July 3 with two completed marathons in his legs - as one of the first to reach the main Alpine ridge - a stormy north wind is blowing. Disappointed, he sets off on foot again to avoid wasting time.

ditions are still far from easy, but with several short gliding and soaring flights, the four-time Red Bull X-Alps champion manages to catch up from the rear. One day after the start of the race in Salzburg, he takes the lead.

While Christian Maurer has long since found his rhythm and sets the pace as usual, the pursuers are still looking for their flow. For Paul Guschlbauer, who has two third-place finishes under his belt and is considered a co-favorite, this means searching for his own routes and not being influenced by the other's decisions that can be followed live on the internet. The 33-year-old Austrian has a chance to be one of the first to round the second turning point in Triglav. After an eight-hour XC flight, he reaches Lofer in the Salzburger Land on the evening of the third race day, only twenty kilometers from the next turning point at Lake Chiemsee. Can he possibly win the race for the first time?

Day three ends for Stephan Gruber with a bitter disappointment. The highly motivated skywalk designer had prepared himself perfectly for his second Red Bull X-Alps. But the long hikes in the rain take their toll. Numb ankle joints force him to give up the race to avoid further health consequences for his body. A few weeks later he is back in shape, but his story shows how relentless the Red Bull X-Alps can be.



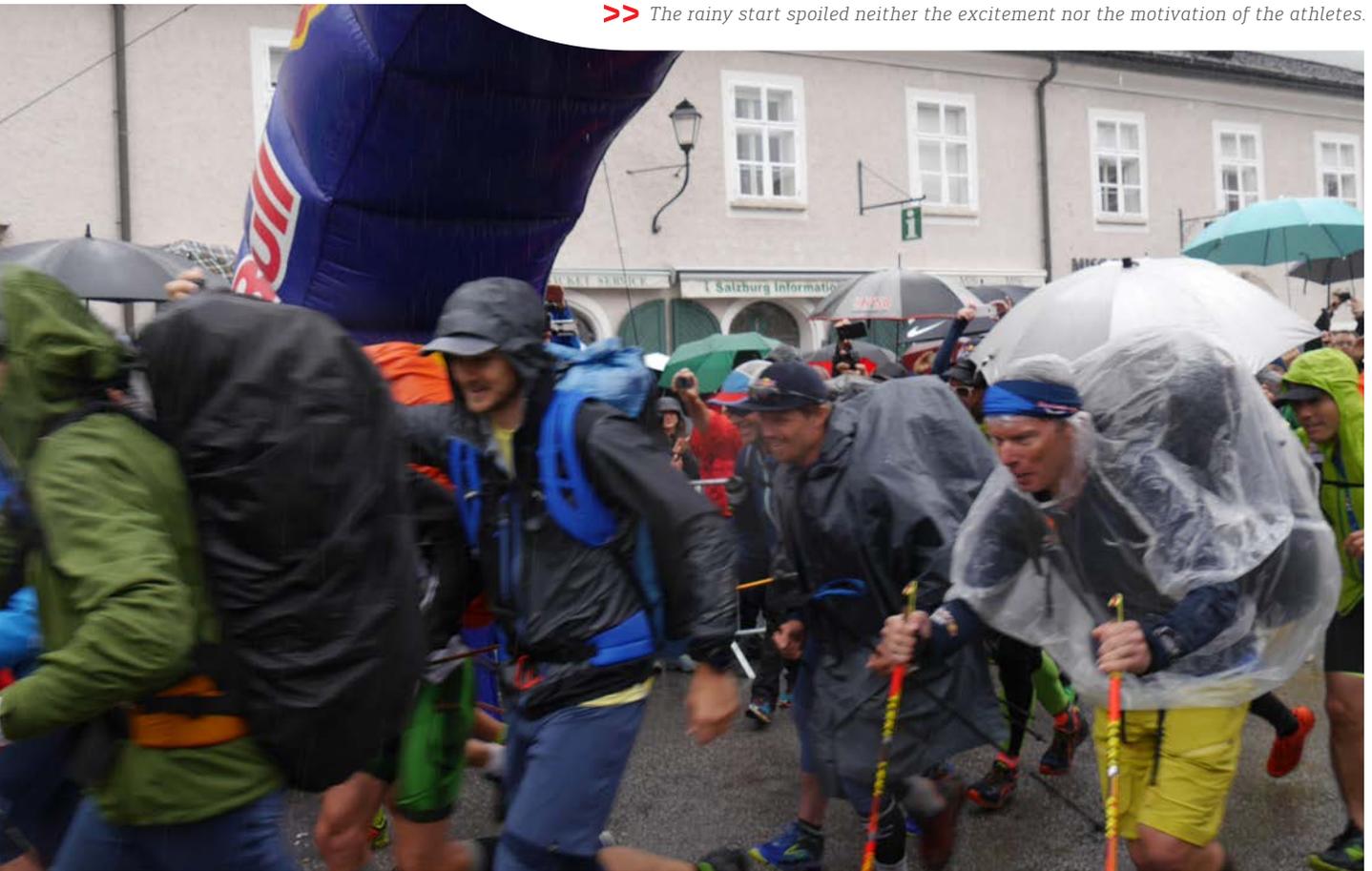
Foto: zoom.at/Harald Tauderer



Seasoned Athletes...

Top favorite Christian Maurer relies on a different strategy. At the main Alpine ridge »Chrigel« chooses a different transition from the other teams - and flies! The con-

>> The rainy start spoiled neither the excitement nor the motivation of the athletes.



>> On the first day of the race, the paragliders remained in the athletes' packs, protected by waterproof covers. Only Paul Guschlbauer ventured a short glide through the clouds.





>> PPerfect conditions! After a rainy start, the pilots are rewarded over and over again with excellent XC days: Paul Guschlbauer follows a cloud street near Meran. In the background the picturesque Rosengarten.

Foto: zoom.at/Honza Zak



Fotos re. u. li.: zoom.at/Harald Tauderer

... and Young Challengers

While Christian Maurer flies his own race at the head of the pack - he circles the fourth turning point near the Zugspitze at around 2:00pm on the fourth day of the race and flies to Meran in Italy that same afternoon - Manuel Nübel is visibly enjoying his second Red Bull X-Alps. He has a strong team at his side and flies long

>> After a few days, the strain is etched in the faces of the athletes. Pictured: Simon Oberrauner, Manuel Nübel and Christian Maurer.



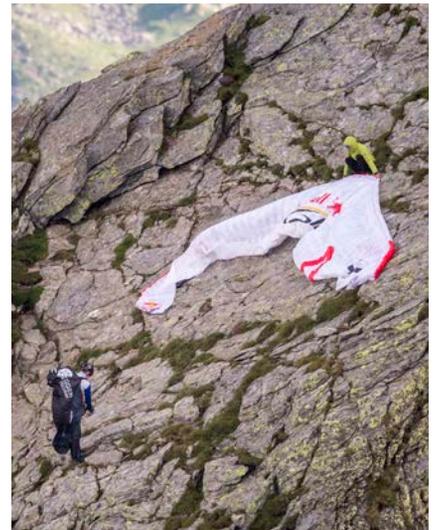
Photo: zoom.at/Sebastian Marko

stretches of the race in a gaggle of other top athletes. Such cooperation is new in the Red Bull X-Alps. On the evening of day six he lands with a competitor near Bolzano at an alpine hut and, after a restful night, the two begin the seventh day of the race together. Shortly after, they reach the fifth turning point at Monte

Baldo on the eastern shore of Lake Garda, where in the course of the day half a dozen athletes will shake hands. One of them is Ferdinand van Schelven, who, like Paul Guschlbauer, has already successfully finished the Red Bull X-Alps twice. In 2017 he is competing with top equipment and is hungry for a top position.

>> Spectacular launch!

Simon Oberrauner kites his X-ALPS3 from a rocky face on Monte Rosa.



Photos: zoom.at/Sebastian Marko



Photo: zoommat / Vitrek Ludvik

Paul Guschlbauer, Ferdinand van Schelven, Manuel Nübel and the other skywalk team pilots now face one of the most challenging sections of the X-Alps 2017: the Canton of Ticino. Landing along the route from Lake Garda to the Matterhorn in Zermatt, Switzerland, is impossible in many places as restricted areas of civil aviation cover the ridges like spider webs. On 8 July the weather takes a turn for the worse, complicating matters even more.

Gaspard Petiot, who has temporarily put Christian Maurer under pressure, becomes a victim of the limited landing possibilities. When he injures himself on the sixth race day while attempting to top land, only bookmakers are still taking bets that »Chrigel's« fifth Red Bull X-Alps victory is in danger. Or is it?

As the race leader, Christian Maurer is always the first to experience every change in the weather. In 2017 it is rarely high-pressure systems that otherwise would benefit the Swiss series winner. While the leader of the pack, surrounded by wind and stable air, searches for new solutions, his pursuers have time to evaluate the lines that he has defined. On the tenth day of the race, he scores the most inefficient day of his ten-year Red Bull X-Alps career: while attempting to fly along the Piedmont mountains, he is hit by cold downdrafts of a thunderstorm at 100 km/h and flushed into the hotel Po Valley, barely avoiding an airspace violation. Rookie Simon Oberrauner doesn't let the tricky conditions of his first Red Bull X-Alps throw off his rhythm. The 26-year-old Austrian is also accompanied by a strong team of friends and navigates sovereignly through the Alps. The two-time winner of



>> One of the trickiest sections of the Red Bull X-Alps 2017 leads from Lake Garda to Zermatt through the heavily wooded Canton of Ticino, which is crisscrossed by many gorges and covered by numerous civil aviation restricted areas. Paul Guschlbauer proves that he has nerves of steel and shows off his perfect landing technique.

>> Before the start of the race, a bout with the flu put his participation in question. But eleven days later, Christian Maurer celebrated his fifth victory in a row in the Red Bull X-Alps. At the finish, he is greeted by friends, fans and the skywalk crew.



Photo: zoom.at/
Harald Rauberer

Photos above and below: zoom.at/Sebastian Marko



the Bordairline Series cleverly combines the routes of the others with his own decisions, a strategy that catapults him to the front during the second half of the race. With a spectacular launch from a rocky face in the Monte Rosa massif, the youngster writes X-Alps history in his first race.

When Christian Maurer finally lands in a small bay on the Mediterranean on the 11th day of the race, one thing is clear: this man is the deserved champion of the toughest adventure race in the world! He has kept so much distance to his pursuers so far away that he and his team gladly accept the invitation to stay at the house of an Italian fan. The next morning, relaxed and freshly showered, he hikes to the finish of the toughest adventure race in the world, high above the millionaire metropolis of Monaco ... 

>> Spectacular performance of the skywalk team pilots four are among the top five places.



Photo: zoom.at/Vitek Ludwik

f.l.t.r.: Ferdy van Schleven, Christian Maurer, Simon Oberrauner, Paul Guschlbauer.



Flying in the Boondocks...

Madagascar

On their trip to Madagascar, Helmut Blaim and Bernhard Beaury experienced impressive landscapes and hospitality in one of the poorest countries in the world.

Naturally, they took their paraglider with them.



>> Land of lemurs and monkey bread trees:
Madagascar is a jewel
for naturalists!



Actually, you can launch from anywhere in Madagascar!« Bernhard convinces himself. 25 years ago he traveled - back then as a non-pilot - to the island located just under 500 kilometers off the African continent. He is still completely fascinated by the landscape with its old granite, gneiss and basalt mountains, tropical vegetation, biodiversity and people who, despite widespread poverty, recurring life-threatening epidemics and ongoing political turmoil, cannot be discouraged. Now he wants to visit the island again with his paraglider. XC flying in a foreign

country on the other side of the world? I am immediately excited by the idea! Of course, I am a little confused when I read that the longest flight in XContest is exactly 22 km »long« ...

But everything in turn: Madagascar is indeed one of the poorest countries in the world and is far from the big tourist crowds. Nevertheless, there is a certain infrastructure for pilots and the Internet quickly provides the most important information to plan a trip. From my desk at home we book a car with a driver, who picks us up from Antananarivo, the only international airport, and accompanies us for the next few weeks. Self-drive rental cars are virtually non-existent in Madagascar. In the city we buy two SIM cards and are pleasantly surprised: In all cities there is

fast LTE and along all roads at least data reception. Now nothing stands in the way of our »XCursions« ...

In a good mood, we ask for directions to Lake Itasy where we had previously researched a launch site. After a climb of 300 meters, it is clear that the wind is blowing at more than 40 km/h at 9:00 am. Flying is unthinkable, so we head to the next stop of our journey, the high mountains in the south of the island. The road meanders through red mountains and there is something to discover around every corner. After a short drive, we realize why XC flying probably won't be as easy as we thought: even roads in the second-best category become unpaved after half the distance, and side roads are usually only passable for four-wheel drive vehicles. Our average speed drops to 5 km/h - not with the glid-

Text and photos: Helmut Blaim



>> *On landing in Madagascar you always seem to be immediately surrounded by curious children.*

Sadly, Madagascar is one of the poorest countries in the world.

er, but with the car. In On top of that, our driver refuses to drive at night. Due to numerous robberies along the main road, cars travel only in convoys between the larger cities at night. For individual vehicles the drive is too dangerous.

Lac Tritriva

New day, new attempt to fly. Near Antsirabe, we take off from an idyllic site just 80 meters above the valley at a deep green crater lake and quickly manage to climb above Lac Tritriva. But almost as quickly as they form, the small cumuli dissolve again. Later, in very different places than expected, large thermal clouds form, shaped by the onset of valley breezes and convergences. Flying is difficult because the thermals work completely differently than at home. They start to strengthen just as the valley breeze begins. But the wind quickly becomes so strong that launching is very difficult before the thermals near the slopes once again die down.

Driving south, we admire picturesque village life and observe funny lemurs and shy chameleons. Bernhard, a passionate naturalist and hobby geologist, is fascinated by the people who use small hammers to crush granite for road construction. Most of them are women who do incredibly hard work.

After two days of driving, we arrive at our main flying destination, the Tsaranoro, which looks like a smaller version of the famous half dome in Yosemite Park. We camp at Camp Catta, just below the stunning granite wall that attracts world class climbers like Adam Ondra. The next morning we hike to the eastern launch site located right at the foot of the large granite wall. Nice thermals allow us to climb quickly so that we are soon peering down at the launch site from above. But halfway up it's all over. Surprisingly, the thermals are getting weaker rather than stronger, and we now have no chance to see the wall from above. Once again, this is different from what we imagined. At noon, when we spot a glider on an opposite mountain and watch it climb 1000 meters over the peak, it becomes clear that our choice of launch site was sub-optimal and that we will definitely launch from over there tomorrow.

The Chameleon Mountain

The Pic Chameleon lives up to its name: from the side it looks like the native lizard. At 30°C and full sun at 10 o'clock in the morning, we transform ourselves during the hike up into sweaty amphibians. The reward: the launch site is perfectly in the path of the oncoming valley breeze. To take off, I have to wait for a



>> *Our main destination:
the Tsaranoro looks
like a small version
of the famous half dome in Yosemite Park.*

weak wind phase, then I'm catapulted immediately upward like in the elevator. When I look for Bernhard, all I see is his glider being whirled 20 meters into the air by a dusty. By radio I receive confirmation that aerial photography will probably be cancelled today ... Bernhard survives it with a shock. After a minute, his glider comes down next to him as I circle 2000 meters above the valley floor in blue thermals, enjoying the view. The thermals over the mountain are reliable at more than 6 m/s. How I would love to cross to the other side of the valley! No chance. It's really strange. I can't figure out the source of the clouds.

In the evening, it takes us an hour to untwist Bernhard's dusty-damaged glider, but now it's ready for the next flying day. We move the launch time forward and this time we circle easily together over the granite blocks. What an impressive landscape.

Especially from above! 

Best travel time: April to November

Language: French (for those who do not speak Madagasi...)

*Travel guide: Dieter Rohrbach, Experience Madagascar
The Comprehensive Travel Guide to the Red Island
ISBN: 9783981577204*

*Local contact: Fanomezantsoa Andrianirina
madaseaturtle@gmail.com*

»Fano« speaks English and German!



Travel Info

Madagascar is a country that you don't necessarily need to visit with your paraglider, but you should

definitely visit it with your paraglider!

As always, a flight in a foreign country gives you completely new insights and impressions. Several flight schools now offer organized trips to Madagascar. And despite all political and economic problems, you can discover the flying sites on the island off Africa by yourself with a good driver. If you want to visit the island, you should find out yourself in advance about the political and health situation: In the autumn of 2017, the island was hit once again by severe plague epidemic.

Sitting Like a King

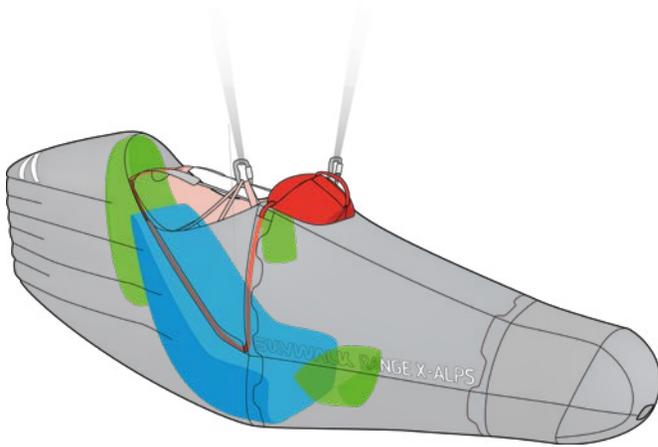


Innovations for Safety and Comfort

As the interface between pilot and paraglider, the harness contributes significantly to flying pleasure, comfort and safety. Innovative developments ensure that the pilot sits comfortably and feels good.

And whoever feels good, flies better and more safely.

A good harness is the sum of many individual parts. Because innovations are usually created at the intersection of different industries, skywalk harness developers regularly look beyond their own industry. »The automotive, aerospace and outdoor sectors often provide the initial impetus for solutions, which I then implement with CAD on the computer and scissors in the workshop,« laughs Peter Müller, who has been developing skywalk harnesses since 2011.



>> A touch of nothing:

To meet the requirements of the Red Bull X-Alps 2017, skywalk sped up development of the air protector. The protector with PermAir technology integrated in the ultra-lightweight RANGE X-ALPS2 combines the advantages of foam and ram air concepts. After inflating the inflation bag, the air protector provides full protection right from launch. After the pilot releases the air, the harness fits nicely into a 50-liter rucksack.

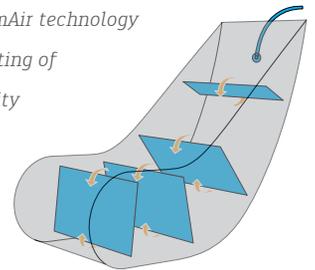
>> If the pilot sits relaxed and can fully rely on his gear, his eyes are opened for new goals.



>> A breath of air:

The inflatable protector of the ultra-lightweight harness RANGE X-ALPS 2 is similar in shape and size to conventional foam protectors. When the pilot releases the air, the volume is reduced to a minimum.

>> The basic concept of PermAir technology is an ingenious system consisting of several cells with the possibility of pressure equalization.



PERMAIR
TECHNOLOGY BY SKYWALK

In the end it was a simple concept, but it took a lot of material research and more than 20 prototypes to make the PermAir prototype ready for series production.

Text: Christoph Kirsch, Photos and illustrations: skywalk

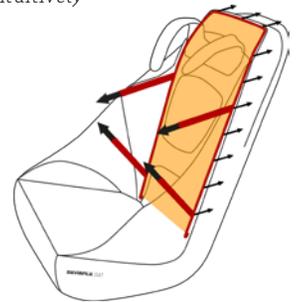
Motivated by the Red Bull X-Alps 2017, he started in the summer of 2016 with the development of a new ultra-lightweight harness. One of the biggest challenges was the protector. It should not only weigh very little, but also take up little space and be able to be stowed compactly to keep the size of the rucksack as small as possible when running and climbing. The solution: a protector made of air! Air protectors are actually nothing new in the paragliding industry. Challenge-

are the pressure balance between the individual cells, so that the protector can deploy in the event of an impact its maximum effect, and connecting the individual cells made of plastic. »By the time we were satisfied with the air protector for the production version of the RANGE X-ALPS 2, we had tested more than 20 prototypes on the test bench,« reveals Peter Müller. »The final version inflates to only about 18 cm thickness and reaches a G-value of 32.«

The protector of the RANGE X-ALPS2, flown in the Athletes Edition by a third of all participants of the Red Bull X-Alps 2017 and weighing only 1.8 kilos in the production version, combines the advantages of foam and ram air protectors: when inflated it provides maximum protection even during the take-off phase and, with a deceleration value of 32G, clearly fulfills the certification requirements of the LTF and EN tests. When the pilot lets the air out after landing, the roughly 300-gram



>> Modern harnesses distribute the acting forces optimally to the pilot. Ideally, the pilot receives optimal support in every position, just like in a modern office chair. If the harness fits perfectly, he can control his glider intuitively even in turbulence.



>> If you sit comfortably, you can control your paraglider intuitively.

And he who controls his paraglider intuitively, not only has more fun in the air but also flies more safely. In the picture skywalks developer Stephan Gruber with the new all-round harness CULT.

plastic bag can be store together with complete flight gear d in a 50-liter rucksack. When it comes to the seat shell of the ultra-lightweight harness, Peter Müller claims he was inspired by the outdoor industry. »Many trekking backpacks distribute the forces with a metal frame on the entire back - and that's exactly what makes sense with a harness, but these frames are often very large,« says the lightweight fanatic.

With the RANGE X-ALPS2, two semicircular curved and hinged thin rods made from unbreakable spring steel ensure that the seat and back of the seat stay in perfect shape. The Power Frame keeps the anchor points in the leg, lumbar, chest and shoulder area under tension and optimally distributes the forces acting on the pilot due to weight shifting to the entire seat shell.

Comfort for All

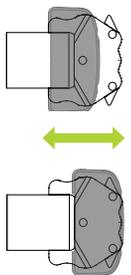
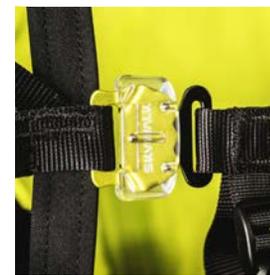
A special feature of the all-round harness CULT, which is aimed primarily at beginners and leisure pilots, is its adjustable back. Again, skywalk was inspired by the outdoor industry. »Since every person has an individual distance between the shoulders and the hip bones, many modern backpacks allow you to adjust the

length of the back section,« says Peter Müller. »Thanks to the adjustable back section, the pilot is always optimally integrated in the CULT harness. This facilitates intuitive responses and contributes significantly to flying safety.«

Innovative for Safety

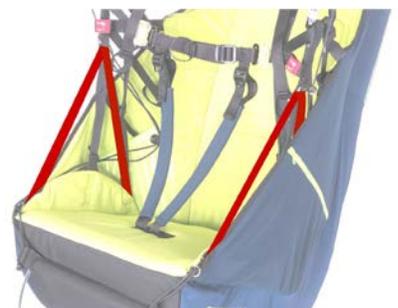
Those who spend a lot of time in the mountains in winter have probably already seen the inconspicuous little labels in anoraks, touring pants, gloves and rucksacks. The RECCO rescue system, developed by the Swedish company of the same name, uses advanced radar technology and enables a large-scale search by helicopter. Since 2017, skywalk has been sewing RECCO sensors into all current harnesses. »After an accident, the RECCO system can multiply the chances of being found by a professional search team under certain circumstances,« confirms Dr. Christian Freund, who is active as mountain rescue emergency physician with the mountain rescue in the Bavarian Chiemgau region.

In the case of an accident, it is often not possible for the rescue teams to rescue the injured pilot quickly and effectively. »We have to secure the victim safely at



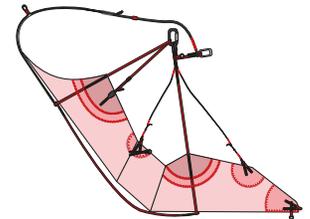
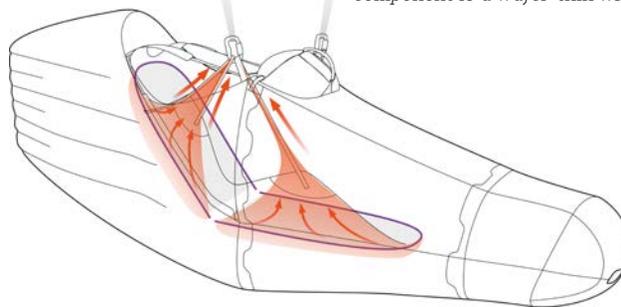
>> Small but important detail
A safety slider over the harness buckle prevents unintentional opening.

>> Key point:
An optimally placed pivot point is the key for the pilot to slide easily into the seat after take-off and to be able to assume the optimum position in the seat shell in flight.





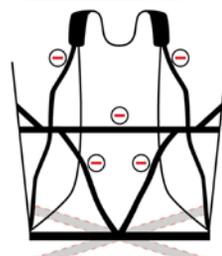
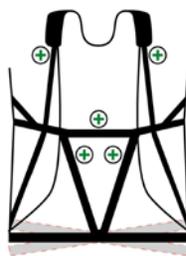
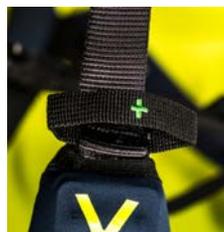
>> For over 30 years, harness developers have been tinkering with the optimal sourcing and distribution of the forces on the harness. They guard their recipes as well as Coca-Cola guards the recipe of its legendary soda. With skywalk's ultra-lightweight harness RANGE X-ALPS 2, the Power Frame ensures that the seat shell perfectly encloses the pilot at all times. The most important component is a wafer-thin wire made of unbreakable spring steel.



>> Plus-Minus:

Like the suspension of many modern automobiles, the harness can be adapted to the conditions.

With skywalk's CULT all-round harness, clearly marked loops on the shoulder, chest and leg straps facilitate the intuitive setting for more cushioning (»+«) or more dynamics (»-«).



>> Innovative detail:

The CULT's variable back length adjustment allows the pilot to optimally adjust his harness.



>> Small detail - big impact:

The RECCO technology, widespread in alpinism, can also save the lives of paraglider pilots. The tiny sensors integrated in the harness enable professional rescue teams to search quickly over a wide area.



>> In case of emergency:

rescue teams recovering an injured pilot are faced with great challenges.

The attachment point marked with the SAR symbol (search and rescue) give you certainty as to where you can safely secure winch or rescue equipment.

a central point of the harness, but paragliding pilots are often stuck at different places, for example, with the reserve chute on one tree and the paraglider on another. That makes the rescue especially difficult,« explains Dr. Freund. That is why skywalk developed the SAR loop after a joint workshop with members of the mountain rescue service in the Achen Valley. This allows helpers to mount a winch or carabiner on the chest strap of the CULT.

In a Good Mood

Anyone looking at the inside of the pod of a fully enclosed harness usually recognizes: nothing. But why do so many modern anoraks have a light lining on the inside? And why do many car manufacturers offer bright interior colors? »Bright colors improve the clarity and subconsciously have a positive influence on the mood,« says Peter Müller. As the intuitive usability of a good product is not only determined by the function, but also by its feel and appearance, skywalk has equipped the CULT with a brightly colored inner part. Often it is small details that make a product even better. So it's worth paying more attention to the harness!

Passion for Technology

skywalk paragliders are packed full of sophisticated technology - Mini Ribs, C-Wires, 3D-Shaping and co. improve your glider's performance and make it safer.

The pictograms below show you the technologies that you'll find in each of our models on the following pages.

All skywalk gliders have one thing in common: the patented »JET FLAP« system that improves slow-flight behavior right up to the stall point, extends the green arc, and at the same time improves climbing performance!

>> Chief designer Alex Höllwarth puts all the prototypes through their paces personally. Here, Alex simulates the automatic spiral recovery with the final prototype of the TEQUILAS.

Product-Feature-Icons

Which technologies will you find in your skywalk glider?



JET FLAP: Our JET FLAPS extend the green arc as you approach the stall point, which substantially increases safety and also improves climb performance.



2 Main Lines: Only two A, two B and two C-lines per side and line level means fewer lines, less drag, more performance and simpler line sorting. The advantages are obvious!



3 Line Levels: The 3-line-level concept reduces the number of lines and the resulting drag. Advantages: more performance and a better overview at launch.



Rigid Foil: The Rigid Foil nylon wires on the leading edge help maintain its shape and ensure constant ram air pressure. Advantages: better takeoff behavior, more performance and lower canopy weight.



3D-Shaping: A precise calculation of the leading edge geometry and the installation of an additional strip of fabric reduce wrinkling in this sensitive part of the glider. Advantages: exact wing shape, more performance.



C-Wires: C-wires are nylon wires sewn into the glider over the anchor points of the C-level lines. Advantages: better load distribution, reduced drag, more performance.



Mini Ribs: Doubling the number of cells at the trailing edge increases its shape stability substantially. Advantage: fewer vortices improve the aerodynamics and with it the performance.



Automatic Sand Release System: Porous openings of the profile ribs at the trailing edge ensure that sand and dirt in the glider are automatically guided to the wingtip where they can trickle out. This helps preserve the material and »relieves« the trailing edge.



Loops & Hooks: Our loops and straps on the top sail make it possible to lay out the canopy in the most difficult alpine terrain.



Shark Nose: Together with a corresponding wing design, the shark nose technology improves pressure distribution in the canopy substantially. Advantages: much more solid flying feeling and substantial performance gain, especially when gliding on bar.



Speed Control Handle: Handle on rear riser which allows the pilot to even out turbulence, speed and pitch while flying on speed bar without having to release the speed bar.



TEQUILA

The new TEQUILA

Free your mind. For what's important.

When Armin Harich flew his TEQUILA4 across Germany from Heidelberg to the Austrian border in the spring of 2014, the paragliding scene whispered: »How is a 300-kilometer flight with an intermediate wing possible?«

We at skywalk concur: it's really easy! Ever since its debut in 2004, the TEQUILA series has been combining amazingly easy-to-use performance with surprisingly simple flying characteristics.

For the new TEQUILA5 we have added many innovative ingredients to the traditional TEQUILA recipe. A performance-

optimized profile, a shark nose at the leading edge, and modified 3D Shaping ensure that the glider is even more stable in the air with noticeably more performance. This pays off especially when gliding in rough air. The TEQUILA5 stays steady and smooth and shreds the thermals even better than its predecessor. It's even easier to center thermals, and this translates to better climb performance. When taking off and landing, skywalk's unique JET FLAP technology delivers phenomenal slow-flight performance.

On the TEQUILA5 we have also optimized the rapid descent aids. Spirals are particularly easy to enter and recover.

The split A-risers allow you to pull big ears efficiently to significantly increase your descent. The wing tips settle back quietly and let you execute the maneuver stress-free.

What more can we say? Our development team has succeeded in designing a nicely balanced intermediate glider. Like no other B-class wing, the new TEQUILA let's you clear your head so that you can focus on what's really important. The glider combines a high fun factor with performance that turns even long XC flights into a cakewalk. Just fly it!

MESCAL

MESCAL

Easy. Flight. Training.

The MESCAL is our glider for training and your first flights in thermals. Its well-balanced flight behavior and its simple features are also appreciated by experienced pilots - especially when the conditions at take-off, landing or in thermals are not that easy. Because we wanted to make

the MESCAL5 not just a little, but much better than its predecessors, we tapped into the wealth of experience from four generations of MESCAL. The result is a new generation of glider. During development we improved many small details. And we thought up at least as many great new features. The compact design has an aspect ratio of 4.8, a slightly higher cell count

than its predecessor, and innovative technologies such as a Shark Nose and double 3D Shaping at the leading edge. All these features make it even easier for student pilots to experience the vertical dimension. And leisure pilots to just have fun. Beginners make rapid progress with the MESCAL5, while veterans enjoy a relaxing afternoon at their home flying site.



allrounder – LTF09: A | EN: A



MESCAL5

	XS	S	M	L	XL
Cells	38	38	38	38	38
Area flat (m ²)	22,36	25,80	27,47	29,20	31,28
Area projected (m ²)	18,88	21,79	23,21	24,66	26,42
Wingspan flat (m)	10,36	11,13	11,48	11,84	12,25
Wingspan proj. (m)	8,10	8,70	8,97	9,25	9,58
Aspect ratio flat	4,80	4,80	4,80	4,80	4,80
Aspect ratio projected	3,47	3,47	3,47	3,47	3,47
Glider weight (kg)	4,6	4,8	5,0	5,2	5,4
Weight range (kg)	55-77	70-95	85-105	95-120	110-135



intermediate – LTF09: B | EN: B



TEQUILA5

	XS	S	M	L	XL
Cells	49	49	49	49	49
Area flat (m ²)	22,90	25,20	27,10	29,00	31,00
Area projected (m ²)	19,40	21,40	22,90	24,60	26,30
Wingspan flat (m)	11,01	11,55	11,97	12,39	12,81
Wingspan proj. (m)	8,56	8,98	9,31	9,63	9,96
Aspect ratio flat	5,29	5,29	5,29	5,29	5,29
Aspect ratio projected	3,78	3,78	3,78	3,78	3,78
Glider weight (kg)	4,7	5,0	5,3	5,5	5,9
Weight range (kg)	55-82	70-95	85-105	95-115	105-135
Extendend weight range (kg)	82-85	–	–	115-120	–



CHILI

Good. Simple. Better.

The name CHILI has long been a symbol for just the right synthesis of highest performance and balanced flying characteristics in the EN-B class. So developing a new CHILI is always the greatest challenge for our R&D team. Before we drew the first line on the drawing board for the CHILI4, we took a long look at the feedback from the CHILI community. Your wishes became our command.

The CHILI4 now transmits feedback even more precisely through the brakes. The new brake system layout keeps brake line travel within an ergonomically comfortable zone. The glider is extremely stable in the air thanks to the new wing concept with a slightly higher number of cells, Shark Nose and lots of attention to detail in cell construction and sail tension. This improves not only gliding performance over the entire polar curve, but also its stable flight behavior. The characteristic thermal bite also benefits from the taught wing construction.

The climb performance of the CHILI4 remains the industry benchmark!



high end intermediate – LTF09: B | EN: B

CHILI4



	XXS	XS	S	M	L
Cells	57	57	57	57	57
Area flat (m ²)	21,39	24,59	26,40	28,28	30,23
Area projected (m ²)	18,34	21,08	22,64	24,25	25,92
Wingspan flat (m)	10,99	11,79	12,21	12,64	13,07
Wingspan proj. (m)	8,79	9,43	9,77	10,11	10,45
Aspect ratio flat	5,65	5,65	5,65	5,65	5,65
Aspect ratio projected	4,21	4,21	4,21	4,21	4,21
Glider weight (kg)	4,9	5,2	5,5	5,8	6,1
Weight range (kg)	55-77	70-95	85-105	95-115	105-135



xc sportster – LTF09: C | EN: C

CAYENNE 5



	XS	S	M	L
Cells	69	69	69	69
Area flat (m ²)	22,68	24,10	26,07	27,85
Area projected (m ²)	19,43	20,65	22,34	23,87
Wingspan flat (m)	12,06	12,43	12,93	13,36
Wingspan proj. (m)	9,68	9,98	10,38	10,72
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
Weight range (kg)	75-95	85-105	95-115	105-130



MASALA

MASALA

Freedom. Every day.

The MASALA is the glider for all Hike & Fly pilots and ambitious para-alpinists who want to carry their ultralight gear with them. The lightest member of our lightweight family packs as small as a towel and fits in the tiniest backpack. But the MASALA3 is much more than a just rapid descent aid for alpinists:

Its playful handling thrills even the most pampered thermal freaks and it packs enough performance to bounce XC pilots from thermal to thermal. Certified as LTF/EN A, this lightweight glider is so easy to fly that even student pilots can step into the vertical dimension with lightweight gear from the very beginning.

The small sizes XXS and XS are interesting for lighter pilots and, thanks to their extended weight ranges, they are also attractive for para-alpinists and those who like to launch from tiny peaks or soar at the coast when the wind is blowing a little stronger.



lightweight allrounder – LTF09: A | EN: A



lime



petrol

MASALA3

	XXS	XS	S	M	L
Cells	38	38	38	38	38
Area flat (m ²)	19,87	22,36	25,80	27,47	29,20
Area projected (m ²)	16,78	18,88	21,79	23,21	24,66
Wingspan flat (m)	9,76	10,36	11,13	11,48	11,84
Wingspan proj. (m)	7,63	8,10	8,70	8,97	9,25
Aspect ratio flat	4,80	4,80	4,80	4,80	4,80
Aspect ratio projected	3,47	3,47	3,47	3,47	3,47
Glider weight (kg)	2,7	3,0	3,3	3,5	3,6
Weight range (kg)	55-70	55-77	70-95	85-105	95-120
Extendend weight range (kg)	70-85	77-90	-	-	-

*with Dyneema risers, with regular-risers ca. +150 g



lightweight intermediate – LTF09: B | EN: B



blue



green

ARRIBA3

	XS	S	M	L
Cells	45	45	45	45
Area flat (m ²)	22,17	25,54	28,30	30,32
Area projected (m ²)	18,85	21,72	24,06	25,78
Wingspan flat (m)	10,74	11,52	12,13	12,56
Wingspan proj. (m)	8,5	9,12	9,61	9,94
Aspect ratio flat	5,20	5,20	5,20	5,20
Aspect ratio projected	3,84	3,84	3,84	3,84
Glider weight (kg)	3,9	4,2	4,5	4,9
Weight range (kg)	50-75	70-95	85-110	100-130
Extendend weight range (kg)	75-80	95-100	110-115	130-135

CUMEO

Performance. Made easy.

The CUMEO is our glider for all performance-hungry XC pilots who prefer to launch far away from cable cars and tote roads - or who simply want to optimize the weight and volume of their XC gear. The CUMEO interprets the concept of our

bestseller CHILI in a lightweight fashion. We have trimmed weight only where XC pilots won't notice it, so the CUMEO is just as steady and smooth in the air as the CHILI. It gives its pilot the same precise feedback, has the same balanced flying characteristics and can be steered just as intuitively through the entire range

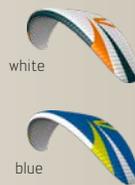
of brake line travel. We have adapted its moderate control forces and brake line travel consequently to the needs of XC pilots who want to spend hours following their dream route.

The difference? In the rucksack - on the hike to launch or on the way home from your epic XC.



lightweight high end intermediate – LTF09: B | EN: B

CUMEO

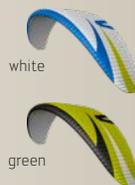


	XXS	XS	S	M
Cells	57	57	57	57
Area flat (m ²)	21,39	24,59	26,40	28,28
Area projected (m ²)	18,34	21,08	22,64	24,25
Wingspan flat (m)	10,99	11,79	12,21	12,64
Wingspan proj. (m)	8,79	9,43	9,77	10,11
Aspect ratio flat	5,65	5,65	5,65	5,65
Aspect ratio projected	4,21	4,21	4,21	4,21
Glider weight (kg)	3,7	4,1	4,3	4,6
Weight range (kg)	55-77	70-95	85-105	95-115



lightweight xc sportster – LTF09: C | EN: C

SPICE



	XXS	XS	S	M
Cells	69	69	69	69
Area flat (m ²)	21,52	22,68	24,10	26,07
Area projected (m ²)	18,44	19,43	20,65	22,34
Wingspan flat (m)	11,75	12,06	12,43	12,93
Wingspan proj. (m)	9,43	9,68	9,98	10,38
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)	3,7	3,9	4,1	4,3
Weight range (kg)	60-85	75-95	85-105	95-115



X-ALPS

X-ALPS

When every gram counts.

With its radically lightweight construction, the X-ALPS3 lays the groundwork for huge successes where every gram counts. This was demonstrated impres-

sively by our athletes who took four of the top five places at the Red Bull X-Alps 2017. The X-ALPS3 is a logical further development of our serial high-performance POISON X-ALPS glider. By making cuts in the materials, profile ribs and risers, once again

we were able to reduce weight by almost 20 percent. At the heart of the three-liner is skywalk's innovative Speed Control, which allows you to control the angle of attack with the rear risers when flying on bar, and to fly at high speeds in turbulent air.



ultralight performance – LTF09: D | EN: D



white

X-ALPS 3

	XXS	XS	S
Cells	80	80	80
Area flat (m ²)	20.50	21.50	22.40
Area projected (m ²)	17.67	18.54	19.30
Wingspan flat (m)	11.98	12.27	12.57
Wingspan proj. (m)	9.77	10.00	10.21
Aspect ratio flat	6.99	6.99	6.99
Aspect ratio projected	5.40	5.40	5.40
Glider weight (kg)	3.3	3.4	3.5
Weight range (kg)	65-85	70-90	80-95



lightweight performance – LTF09: D | EN: D



white



orange

POISON X-ALPS

	XS	S	M
Cells	80	80	80
Area flat (m ²)	21.50	23.00	24.40
Area projected (m ²)	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	6.99	6.99	6.99
Aspect ratio projected	5.40	5.40	5.40
Glider weight (kg)	4.0	4.2	4.4
Weight range (kg)	65-90	85-105	95-115

TONKA

Small. Lightweight. And pretty damn fast.

The TONKA2 opens up new horizons. With a projected area of just 11.8m², our mini-wing is the smallest and with 2,1kg one of the lightest paraglider with LTF/EN certification.

Based on the design of our lightweight MASALA 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. For pilots looking for less dynamics and speed, the wing is available in a second size with three additional square meters. 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!



ultralight miniwing – LTF09: C/D EN: C/D



white

orange

TONKA2

	XS	S
Cells	34	34
Area flat (m ²)	14,06	17,46
Area projected (m ²)	11,89	14,76
Wingspan flat (m)	8,22	9,16
Wingspan proj. (m)	6,40	7,13
Aspect ratio flat	4,80	4,80
Aspect ratio projected	3,44	3,44
Glider weight (kg)	2,1	2,4
Weight range (kg)	60-85 (D)	60-90 (C)



x-wing – LTF09: B/C | EN: B/C



green

red

TONIC

	S	M	L
Cells	26	26	26
Area flat (m ²)	16,79	19,00	21,35
Area projected (m ²)	14,24	16,12	18,11
Wingspan flat (m)	8,37	8,91	9,44
Wingspan proj. (m)	6,64	7,07	7,49
Aspect ratio flat	4,18	4,18	4,18
Aspect ratio projected	3,10	3,10	3,10
Glider weight (kg)	2,8	3,1	3,4
Weight range (kg)	56-91 (C)	56-80 (B) 81-105 (C)	65-100 (B) 101-114 (C)

JOIN'T

JOIN'T

Together. In the air.

Our JOIN'Ts are among the most popular tandems in the world. Why? Because they are really fun to fly. Balanced all around. And easy to handle. With the new JOIN'T4, the fun starts on the ground. The 3-line concept makes it easy to sort your lines before launch. By the way, the reduced overall line length together with the slightly lighter canopy have a positive effect on the weight of your gear. As a result, the glider rises evenly and reliably

when kiting. Of course, when we designed the JOIN'T4, it was important for us to further refine its handling and performance compared to its predecessor. Innovative technologies like 3D-Shaping, Shark Nose and C-Wires let you and your passenger thermal even faster up to base, then glide over to the next cloud. The smooth handling with pleasantly balanced control pressures, which we reduced by using mini ribs, inspires even professional tandem pilots. The fact that the glider is very calm even in turbulence will make your passen-

ger's flight unforgettable. And when she is ready to feel the ground under her feet again, the effective big ears assistant on the ergonomic risers will help you get her down quickly. Precise handling means it's easy to bleed off surplus energy during your final approach, so a gentle landing is guaranteed!

Thanks to the robust materials used, the JOIN'T4 is ideally suited for professional tandem use. Once again, we're offering the glider in two sizes so that both light and heavy tandems can have fun in the air.



biplace - LTF09: B I EN: B



lime



orange

JOIN'T4

	S	M
Cells		
Area flat (m ²)		
Area projected (m ²)		
Span (m)		
Wingspan (m)		
Aspect ratio projected		
Glider weight (kg)		
Weight range (kg)		



CULT

CULT

Take off. Have a seat. Feel good.

To create something new, sometimes you have to take an unusual route. For our all-round harness CULT, we analyzed motion sequences in different sports and dealt intensively with kinematics, ergonomics and product design. The result is a harness that sets new standards with its exceptionally high level of comfort, new safety features, ease of use and sleek design.

The basis for the high level of flying comfort is provided by our new Power Frame and, for the first time in a paraglider harness, the back part can be adjusted individually to the length of the pilot's back. This ensures that the CULT clings to the pilot like a tailor-made backpack. The loops on the adjustable back, shoulder, chest and leg straps marked »+« and »-« allow you to individually adjust the damping of the harness at any time like the suspension of a modern car. Beginners and professionals immediately feel comfortable in the CULT, steering their paraglider intuitively - and thus safely.



>> The new Power Frame ensures ideal pressure distribution and support - flying comfort guaranteed!



>> Designed with input from the mountain rescue: SAR loops (search and rescue) facilitate rescue by cable winch.

>> International standard: A RECCO reflector accelerates rescue operations.



>> Variable back length adjustment: the shoulder straps can be adjusted individually to the length of the pilot's back.



crossover harness – LTF09 I max 120 kg

CULT4



	S	M	L
Pilot height (cm)	← 158 - 172	168 - 182	178 - 200 →
Weight (kg)	3,9	4,2	4,9
Seat board (cm)	30,5x41	33x44	36x48

>> At the Red Bull X-Alps 2017, a third of all participants flew with our ultralight harness. We used their input to significantly improve comfort, everyday usability and longevity of the production version of the RANGE X-ALPS2.



RANGE X-ALPS

Minimal pack size.
Maximum aerodynamics.
Full comfort.

With the RANGE X-ALPS2, skywalk has defined a new class. The fully enclosed, fully EN/LTF-certified ultralight harness weighs only 1.8kg, including protector and carabiners. This makes the new RANGE X-ALPS2 first choice for

Hike & Fly athletes and XC pilots who want to go to the limit in competitions or who insist on extremely light gear. But this doesn't mean that XC pilots have to sacrifice anything in terms of comfort and safety.

skywalk's unique protector with PermAir technology combines the advantages of foam and dynamic pressure protectors. The protector is inflated before launch



RANGE X-ALPS

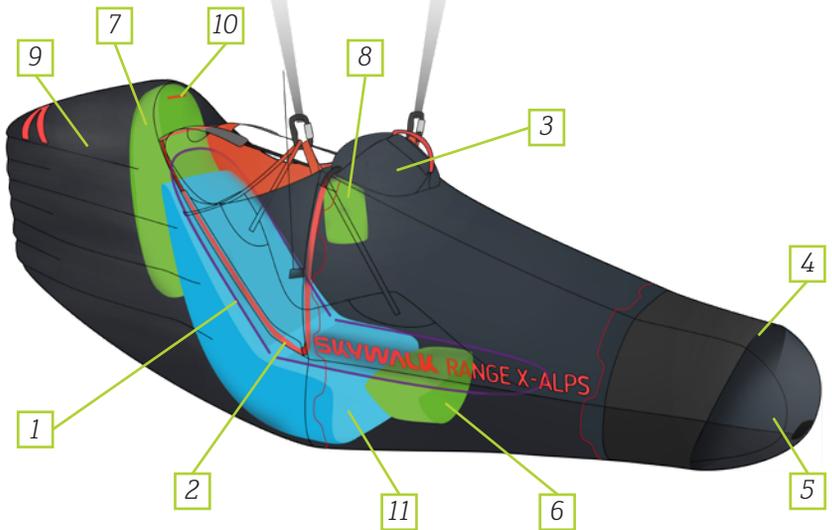
>> Extremely light
with minimal space:

The RANGE X-ALPS2 meets
both requirements with
flying colors.



with the inflation bag, so it offers you maximum protection during the take-off phase. When you let the air out, the RANGE X-ALPS2 disappears into a 50-liter rucksack. skywalk's innovative Power Frame perfectly integrates the pilot in his seat, the easy-to-understand Get-up system with two-buckles ensures easy entry, and easily accessible straps allow individual in-flight adjustment.

The technical interior
of the RANGE X-ALPS2 at a glance:



- 1 - Power Frame
- 2 - Reserve parachute V-line channel
- 3 - Front rescue system with integrated cockpit
- 4 - Carbon foot plate
- 5 - Ram-air nose
- 6 - Storage compartment »seat«
- 7 - Storage compartment »back«
- 8 - Lycra inside pocket
- 9 - Aerodynamic ram-air rear fairing
- 10 - RECCO® reflector
- 11 - Protector with PermAir technology (18cm thick | 32G).



ultralight competition harness – LTF09 I max 100 kg



petrol

RANGE X-ALPS 2

	S	M	L
Pilot height (cm)	160 - 176	173 - 184	183 - 200
Weight (kg)	1,8	1,9	2,0

air inflated lightweight harness – LTF09 I max 110 kg



black

RANGE AIR

	S	M	L
Pilot height (cm)	← 170	170 - 183	182 →
Weight* (kg)	1,9	2,1	2,3

* harness excl. carabiner, incl. rescue container



MINIMAL WEIGHT
(starts from 990g)



ROBUST MATERIALS



HIGH DESCENT STABILITY



FAST OPENING TIMES



MINIMUM DRIFT



LOW SINK RATES

>> Our cruciform PEPPER CROSS LIGHT combines minimal weight with maximum safety. This combination makes our rescue system unique.

PEPPER

Return safely to the ground.

In case of a mishap, you must be able to rely 100% on your reserve chute. That's why the new PEPPER CROSS LIGHT sets new standards in opening time and oscillation stability and reduces drift to a minimum. This is made possible by the symmetrical construction of the cross-cap reserve chute. Because maximum safety doesn't have to mean heavy, the PEPPER CROSS LIGHT scores points with its very low weight and small packing volume. In the smallest size it weighs only 990 grams. If you pack your rescue equipment yourself on a regular basis, you'll appreciate the inner deployment bag with its own line compartment. Robust materials guarantee that our new reserve chute stays in top-notch condition for many years. Whether you use it with a sleek XC harness or an ultralight mountain climber's harness - the PEPPER CROSS LIGHT is always with you.



lightweight rescue chute



white

PEPPER CROSS LIGHT

	90	110	135
Area flat (m ²)	26,90	32,50	40,10
Weight with inner container (g)	990	1140	1440
Number of panels	20	20	24
Sink rate at approved max load (m/s)	5,2	5,2	5,2
EN certified max load (kg)	90	110	135
LTF/EN certification	yes	yes	yes

Useful and stylish items ... for skywalk pilots

Click here for more information
or to order:



Rucksack ALPINE

Size M: 135l. Weight: 1,045 kg.
Size L: 175l. Weight: 1,180 kg.

With its robust construction and many intelligent features, like a magnetic buckle on the waist belt, the ALPINE has room for pretty much everything that pilots like to take flying with them.



Rucksack HIKE

Volume: 55l, Weight: 460g,
Volume: 80l, Weight: 580g.

Unbeatable in packing size, weight and wearing comfort. Our HIKE offers adequate room for a lightweight equipment, thus makes it the ideal companion for Hike & Fly adventures!

Useful feature:



Bottle holder HIKE

Dimensions: Height = 18 cm,
Ø = 9 cm

Practical feature for carrying water bottles. Velcro fastening to the shoulder strap.



Fast packing bag EASY BAG

Volume: 200l, Weight: 800g.

The EASY BAG lets you pack your glider and harness quickly and easily.

By a volume of 200 liters it weighs just 800 grams - much less than a conventional bag.



SOFTBAG

Length: 2,86 m, Weight: 470g.

Cell bag with optimal ventilation and many useful features. The outer compression band allows additional compression of the Softbag.





STORAGE BAG PLUS

Ventilated storage bag for optimum storage. Saves space and treats your glider with care. Weight: 494g.



Compression strap

High quality, padded packing strap. Unisize. Color: black. Weight: 90g.



Compression strap light

Light, padded packing strap. Unisize. Color: black. Weight: 46g.



Riser pouch

In two different kinds:
Riserbag Light: Weight 19g
Riserbag Classic: Weight 29g.



Compression innerbag

Ventilated and compressible innerbag in 4 different sizes:

- XS: for Miniwings, Weight: 100g
- S: for Lightweight gliders, Weight: 142g
- M: für Classic gliders, Weight: 211g
- L: for Tandem gliders, Weight: 241g



Tandem spreader REGULAR

Rigid tandem spreader with aluminum bridge and two connecting loops for optimal load distribution of the passenger. Includes rescue lanyard and main carabiner with push button automatic closure and anti-twist. Weight: 269g.



Tandem spreader SOFT

Flexible tandem spreader with two connecting loops for optimal load distribution of the passenger. Include rescue lanyard and main carabiner with push button automatic closure and anti-twist. Weight: 99g.



Brake handles STANDARD

Available in three different versions:

- with magnet
- with swivel & snap fastener
- with swivel & magnet



Brake handles HIKE

Lightweight, available with snap fastener or Velcro.



Brake handles ERGO

Adjustable size brake handle with magnet.



Aluminium carabiners TRIPLE LOCK

Weight: 63g | Breaking load: 20kn



Speedsystem

Two-level speedsystem incl. Brummel Hooks and stopper.



Cockpit

Roomy, adjustable angle flight deck, unisize.



First Aid Kit

Contains bandages, rescue blanket, tick tweezers and emergency knife. Weight: 184g.



Rucksack WEDGE

Volume: 15l, Weight: 380g.

Light daypack for fast mountain hikes or daily use. Wedge-shaped design, ergonomic fit, high comfort, many details.



Rucksack ULTRA TRAIN

Volume: 18l, Weight: 360g.

Ultralight backpack, designed for speed hiking. Opening for drinking system, poles mounting, side pockets, compartment for valuables, original Red Bull X-Alps logo.



Drinking bottle RUNNER

Volume: 0,75l

Weight: 133g

Unbreakable tritan bottle, matching to bottle holder HIKE, free of BPA, two lock systems plus carabine appliance.



Windsock

Dimensions: 95cm x 23cm



TEAM Shirt

Sizes: S-XL

Color: petrol

100% cotton

Shirt with classic design.



Hip Bag

Telephone, wallets, batteries, spare line and multifunctional tools - the hip bag has room for all the important extras that you carry on a long flying day.



ALPINE Shirt

Sizes: XS-XXL

Color: blue-grey

100% cotton

A clear fashion statement, elaborate wrap-around print.



BANDANA

The Bandana is a versatile, high-stretch multifunction cloth. Use it as a storm hood, neck warmer or hairband - the perfect pilot accessory.



LONGSLEEVE Shirt

Sizes: XS-XXL

Color: black

95% cotton, 5% elastane

Sporty long sleeve shirt, stretch fabric.





♀ **PEDROC DRY W Tank**

Sizes: XS-L

Color: red onion

Weight: 101g

Breathable, odor-neutralizing, quick drying, stretchable, optimal moisture transport.



♀ **ORTLES HIGHLOFT W Zip Hoody**

Sizes: XS-XL

Color: night black

Weight: 299g

Breathable, quick drying, stretchable, optimal moisture transport,



GRIVOLA Pant

Sizes: M-XXL

Color: black

Weight: 460g

Water and wind resistant, breathable, stretchable, quick drying.

>> **skywalk Sportswear-Collection**

Functional sportswear in cooperation with SALEWA

Through our cooperation with SALEWA we are able to offer paraglider pilots high-quality sportswear.

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.



SASSONGHER Jacket

Sizes: L-XXL

Color: davos

Weight: 446g

Breathable, stretchable, optimal moisture transport, slim cut.



ORTLES HYBRID Jacket

Sizes: M-XXL

Color: eclipse

Weight: 460g

Breathable, water and wind resistant, insulating, quick drying, stretchable, light.



KECHU Jacket

Sizes: S-XXL

Color: orange

Weight: 503g

Breathable, water and wind resistant, waterproof 2-way front zipper.

Some items in the collection have been specially selected for use in the Red Bull X-Alps and were worn by athletes as competitive sportswear. Exclusively available from all skywalk retailers or the skywalk webshop.



X-ALPS LOGO Shirt

Sizes: XL-XXL
Color: dark blue
Weight: 109g
Light, breathable.



♀ **X-ALPS CO W Shirt**

Sizes: S-L
Color: dark blue
Weight: 118g
Light, breathable.



X-ALPS HEADBAND

Colors: light blue or dark blue
Wind resistant, quick drying, insulating functional headband.



X-ALPS CO Shirt

Sizes: S-XL
Color: dark blue
Weight: 118g
Light, breathable.



X-ALPS CAP

Adjustable size, moisture repellent inner sweatband.



X-ALPS PEDROC CARGO Shorts

Sizes: S-XL
Color: yellow
Weight: 157g
Water resistant, stretchy, hard wearing, light, fast drying, UV protection 50+



X-ALPS PTC ALPH Jacket

Sizes: S-XL
Color: blue
Weight: 271g
Breathable, light, water-repellent, quick-drying, moisture-repellent, abrasion-resistant.



X-ALPS DRY Shirt

Sizes: S-XL
Color: blue
Weight: 140g
Breathable, stretchable, moisture-repellent, quick drying.



X-ALPS PEDROC HYBRID Jacket

Sizes: S-XXXL
Color: dark blue
Weight: 365g
Breathable, light, water and wind resistant, stretchable, compressible.



X-ALPS SENIAM DRY Shirt

Sizes: M-XXL
Color: blue
Weight: 163g
Breathable, stretchable, quick drying, odor-neutralizing.



PURE MOUNTAIN

ENGINEERED IN THE
HEART OF THE DOLOMITES



SALEWA.COM