

SKYWALK EMOTIONS MAGALOG 2012

nominal charge: 5,- Euro



ARRIBA² CAYENNE⁴ TEQUILA³XXS E-WALK

+++ Travel Reports +++ News +++ Tips & Tricks +++ Product Info +++ Technology +++

10 YEARS OF PURE PASSION FOR FLYING

Dear Paraglider Pilots,

The story of Daedalus and Icarus from ancient Greek mythology, whereby the father and son escape from exile by soaring over the ocean with wings made of feathers and wax, is sufficiently famous. Arrogance, paired with devil-may-care material handling leads to a deadly plunge into the sea by the foolhardy Icarus. As tragically as the story ends - the wondrous concept of flying has become even more profoundly anchored in the mind of humanity.

Ten years ago, we fulfilled our dreams and founded a company based upon the myriad facets of the fascinating element air. We began to construct paragliders out of pure passion for flying. It has always been our intention, following the inventive spirit of Daedalus, to introduce innovations to the world of flight, with the simultaneous goal of raising safety standards. The newest developments with regard to technology and its impact give us the feedback, in our game of coming closer to the sky, of just how far we can go. Technological trail blazing is vital for the future and safety of our beautiful sport. For this purpose, the sport needs people who can implement and test new concepts. Ultimately, pilots like all of us, who want to let the dream of flying live on.

skywalk makes this dream come true for many pilots. You can read about the products we have developed for you in our MAGALOG »EMOTIONS 2012«. In this third edition, the MAGALOG once again combines the latest product information and news with personal impressions and experiences from the daily trenches of our sport.

So, enjoy the news and impressions. We hope that the information is useful to you, even if it is the story of Icarus. It should serve as an appeal - use materials according to their function and never overestimate your ability.

After all, the sport of paragliding does not solely consist of »higher, faster, further« but has countless facets - all worth discovering.

Have fun on your journey

Sara Gudelius



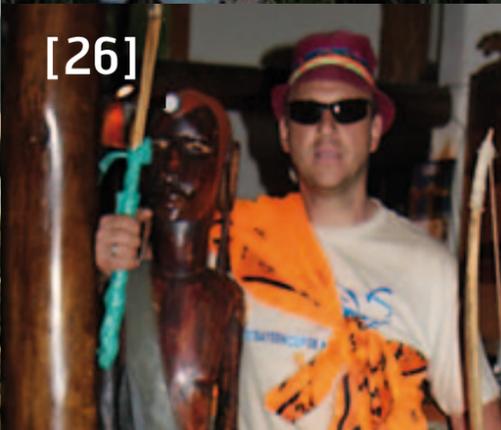
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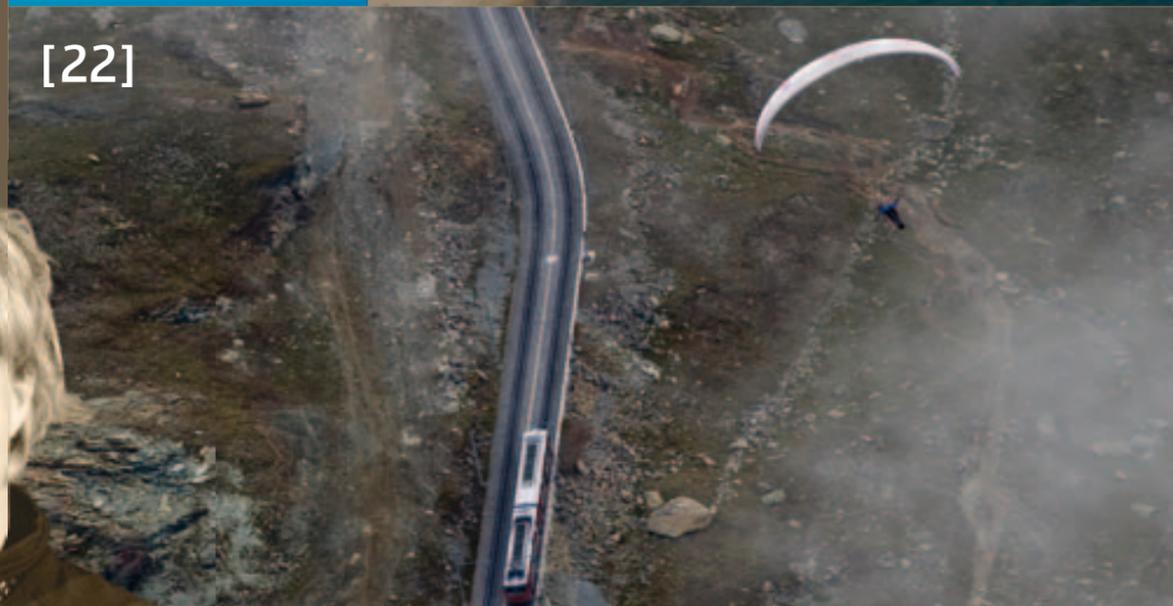
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heading south...

Text: Mirjam Hempel, Photos: Wolfgang Ehn

Our search for suitable photo-shoot weather did not turn up

many alternatives, so our ,newborn' traced its first trails though the Italian sky



... but we still had a long way to go.

>> Storybook southern

Italy: Maratea truly offers everything for a perfect flying holiday.

Behind the seven hills, next to the... But seriously, the skywalk photo-tour with the new 2012 models was no trip to visit snow white and her seven companions. In fact, it led to Italy. Our initial goal was Sicily, but as happens so frequently in the sport of paragliding, the weather threw a wrench into our plans. One thing remained the same. The country: Italy, the perpetual German longing for the south, sun and »la dolce vita«.

»Just to fly around **that** once ...«, muses Rolf while gazing upwards. Ever since rounding the corner and following the coastal road, we too have been focused on the statue in the distance, high on the mountain. Compared in scale with



the cliff on which it stands, it must be gigantic. If there is a paraglider flying around it, one would most likely not even see it from this distance. As we drive closer, the stretched-out arms of the statue become visible, and it becomes clear that up there on Monte San Biagio stands an colossal statue of Jesus: His back to the ocean, the arms of the statue are stretched towards the interior of the land as if to protect the people from any danger that might approach from the sea. Below to the right, small houses cluster together on the steep slope. The old village of Maratea Superiore, as we are to learn later. Large and small harbors, peninsulas, sandy beaches, rocky bluffs and a green, hilly deciduous- and brushland: This is Basilicata, a region which stretches from the Gulf of Tarrent, the arch of the foot of the Italian boot, so to say, northwards. More precisely, this description fits the 32-kilometer long coastal section of Basilicata located on the Thyrrenian sea between the region of Campania to the north and Calabria to the south: the Gulf of Policastro. During the rainy drive to Sicily, the flight school director and Italian skywalk importer Massimiliano suggested stopping in Maratea. We immediately agreed. High winds were predicted for the next few days in Sicily, effectively eliminating any chance of flying. Maratea and the province of the same name are beloved as a holiday destination by the Italian people. With a campground right on the sea, sand beaches and small hotels, the

region has a good tourism infrastructure. What you will not find are souvenir shops, massive hotel bunkers or pulsing nightlife. One can meet up with the locals, from the harbormaster to skipper to the town workers and landscapers while drinking a morning cappuccino at a small bar along the harbor of Maratea. Upon arriving, we were met in the harbor by Enrico, who works as a skipper in the summer and completely dedicates his life in the winter to his passion, paragliding. Enrico is the president of the paragliding club Fly Maratea. For pilots, a paragliding club is nothing unusual. Except for this one. Fly Maratea has only a dozen members, all of whom are extremely dedicated to maintaining their flying sites.

And the results are impressive! Five different launch sites, one of them in Calabria, allow for varied flying in the mountains of the backcountry or along the steep coast. Soaring, thermal flying or pleasurable glides with an ocean view: For pilots, the table is set opulently in Maratea. After our arrival in the afternoon, we set out to try the 450 meter-high launch site »Tiro al Piattello«. Thanks to the good access road, you can reach it directly with your own car. In westwinds, you can soar quite well from the forward slope ridge. There is room for multiple launches too, on the grass launch site well-maintained of branches, rocks and thorns. »We are planning a clubhouse up here«, says Enrico and proudly

>> Maratea offers

pilots a downright picturesque backdrop.

However, landing on the black-sand beach is only

allowed outside of the bathing season.



>> A 360° view of the marvelous ridge in Norma



>> Sightseeing included: the flight over Norma and the plains before it is something for romantics.



points to the level area next to the launch. In the future, mountain bikers, hikers and pilots waiting to launch will be able to purchase refreshments here. The area surrounding Maratea is not only well-suited for flying, but for trekking, cycling, kayaking, sailing, naturally for swimming and especially for mountain biking as well. After a tranquil glide with base leg over the turquoise-blue sea, we land directly on the black sand beach below Enrico's vacation apartments. We experience the hospitality and dedication of the local club, well-known all over the region, on the following day. Meanwhile, the weather prediction for Sicily has turned drastically worse, rain has joined the strong winds and therefore Enrico suggests we stay a few more days in Maratea. Rolf is impressed. Now perhaps he can really fly around the Jesus de Redendore and check out the 22-meter high sculpture at close range.

But first on today's agenda, Enrico wants to show us the new launch site »Colle della Salvia«. Located at 950 meters, between the green hills high above the tiny village of Aquafredda, the site is the ideal start for thermal XC jaunts. Naturally we cannot expect much in the way of thermals under the cloudy November sky, but we still want to view the site. Along for the trip is Giulio, one of the twelve members of Fly Maratea. »We are always happy when other pilots come and visit«, he had warmly greeted us upon our arrival in the harbor. Enrico and Giulio will drive us to the launch site. The special offroad bus belonging to the club which normally serves as the »launch-shuttle«



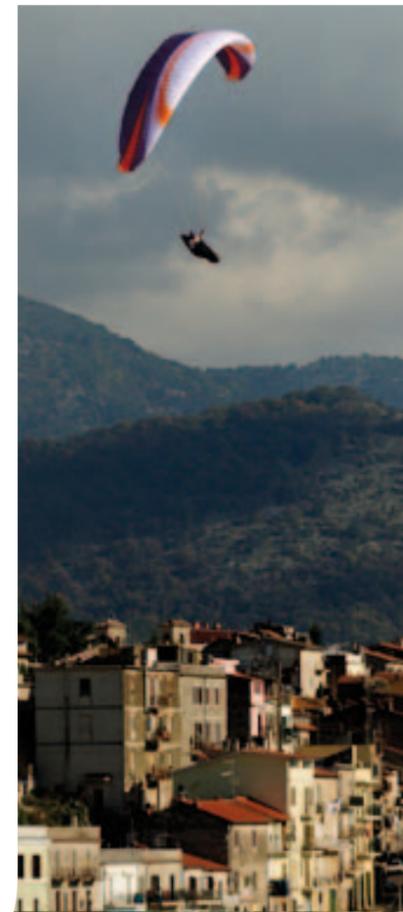
is currently in the workshop, and it would be interesting to head off to the site with a mountain bike, but with a normal car it would be quite a challenge to reach. Up on the »Colle della Salvia«, tiny lavender flowers that look like mountain saffron greet us. It is saffron, a bountiful plant in Basilicata. Here as well, the launch is generously designed and neat as a pin. »In spring and fall you can really crank it up over the mountain with the antenna to the right of us«, explains Giulio. We gaze from the mountain with the antenna out to the sea. There it has begun to rain already, but Enrico

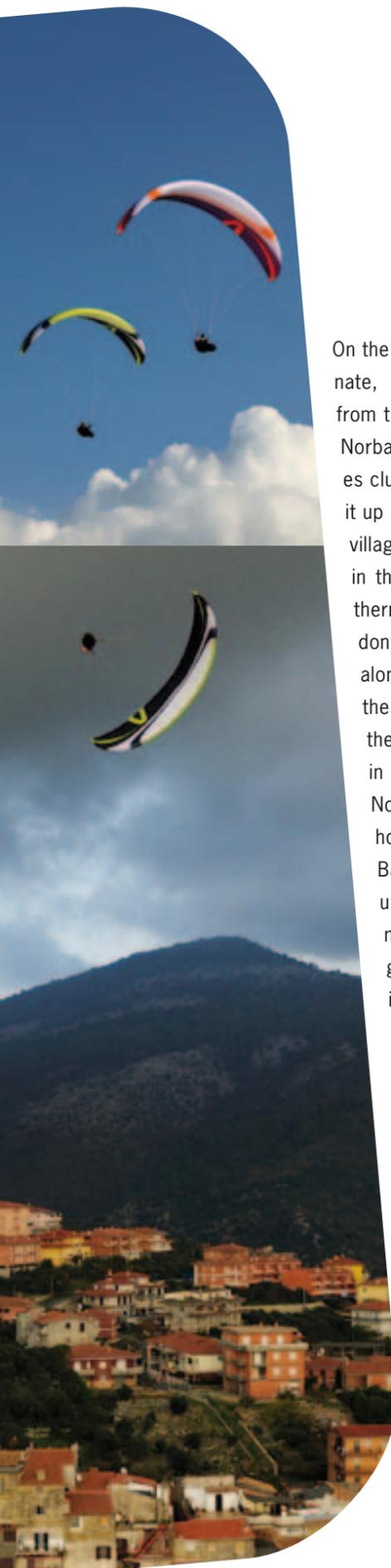
assures us that the weather here will hold. He is right. After the flight from »Colle della Salvia« with landing on the vast beach of »Spiaggia di Aquafredda«, we drive 30 minutes to the flying site of »Praia a Mare« in Calabria. From the launch on Monte Cancero, there is a fantastic view of the 15 kilometer-long black sand beach of Praia a Mare, which is also the landing site, as well as to the islands of Isola di Dino and the craggy coastline. It begins to storm way out over the sea and we begin our descent. Once we have reached the launch site for the second time, the storms have vanished, but the wind has turned. It is blowing so strongly from behind that a launch cannot even be considered. We check the weather forecast, only to be met with a prognosis of worsening weather conditions for the entire region. We will wait it out overnight and then decide on our next destination.

The sun is shining the next morning, but Enrico does not offer us much hope. »It is raining all around us and it will be wet here, too

in the afternoon«, he prophesies. Regarding the »Jesus-flight«, Rolf does not want to let any stone go unturned so we head to the small launch site »Monte San Biagio« below the statue. The weather holds up, but the launch is in lee. We watch the windsack for over an hour, but the tail- with alternating side winds only gains in strength. When we finally head to the car with the packed glider, the raindrops begin to fall.

We decide to drive to Norma, about 55 kilometers southeast of Rome. The weather should be better there. Really. Upon our arrival at close to 10 p.m., the stars are twinkling the sky and Gianni from Bed & Breakfast Lefate del Lago awaits with an incredible multi-course meal. Not knowing about it, we had already eaten along the way. But the aroma of the noodles, meat course and mangold-similar vegetable is so tempting that we eat once again. Gianni is running around us like a weasel and watching to make sure that we eat everything. We do our best and eat until the very last crumb is gone.





On the next day, perfect flying conditions dominate, accompanied by thermals. We launch from the new site between the ruins of the old Norba and fly along the ridge, where the houses cluster along the brink of the chasm, crank it up in one of the many thermals, fly over the village and back in order to top land. Even in the winter, Norma frequently offers good thermal conditions. And when the thermals don't want to cooperate, you can still soar along the ridge with the winds that blow from the sea directly to the mountains, thanks to the Pontinian plains. For two days we frolic in the sky before the bad weather reaches Norma. It is time to begin the journey back home and we still want to make a stop in Bassano. Here, another fine fall day awaits us with optimal flight conditions. The afternoon brings clouds with it and it is time to go. Rolf is secretly planning his next stay in Maratea. Wolfgang and I fancy Norma and Sara wants to return to Bassano. But those are other plans. And who knows where the wily weather will lead us? Paragliding trips are just as exciting and multifaceted as flying itself. ✉

>> *Playing in the air over Norma.*

The agility of the new CAYENNE4 positively invites wingovers.

And it all feels so good that you might just want to do one in

the middle of a thermal...

Flying Site Info:

MARATEA, Italy

Maratea is a town of 5.000 residents in southern Italy. It is located in the region of Basilicata between the regions of Calabria and Campania. Along with paragliding, the area is well-suited for mountain biking, hiking, climbing, sailing, riding, kayaking and cycling. In the summer, long sandy beaches beckon to swimmers. The whole family will enjoy Maratea.

Best time to visit: Pilots can enjoy the flying sites of Maratea all year round. However, the best months for flying are April, May, June and September.

Flying site info: Paragliding club Fly Maratea, www.flymaratea.it. All twelve members of the club are friendly and helpful.

Shuttle Service: Except for the launch at the soaring site at Tiro a Piatello, all of the launch sites can only be reached with a four-wheel drive vehicle. The access roads are complicated and pass through private land at times. Therefore, the Club Fly Maratea offers a Shuttle Service if required. The four-wheel drive club bus transfers pilots safely to a wide variety of launch sites.

Accommodations/Refreshments: The paragliding pilot and president of Club Fly Maratea Enrico Iannini offers spacious holiday apartments above the landing site of Spiaggia Nera at the soaring area of Tiro a Piatello: Enrico Iannini, Via S. Venere 41, I-85046 Maratea, Tel. +39/333/7 95 72 86.

E-Mail: iannini75@tiscali.it
Ristorante Lanterna Rossa, Piazzetta del Porto, I-85046 Maratea, Tel. +39/347/6 26 14 85, E-Mail: info@maratea.it.
The restaurant is located directly on the harbor of Maratea.
General Info: www.maratea.info

Sites:

Soaring site Tiro a Piatello

Launch: Tiro a Piatello, 450 m, SW-W, novice, very large well-kept launch site. A club house is planned for next door where pilots and day-trippers can find refreshments.

N 39° 58'29,5"/E 015° 44'22,3"



Landing: Spiaggia Nera, 0 m, open only in winter, novice to intermediate. Small harbor surrounded by cliffs with sand beach. N 40° 01'48,1"/E 015° 42'24,9"

Truzzo della Salvia, Basilicata

Very nicely situated, new flying site in the hills above the ocean northeast of Aquafredda, set up in 2012 by Club Fly Maratea.

Launch: Colle della Salvia, 950 m, novice, SW-NW, large grassy area, maintained free of stones and thorns by Club Fly Maratea. N 40°01'48,1"/E 015°42'24,9"

Landing: Spiaggia Aquafredda, 0 m, novice, two large sandy beaches near Aquafredda. **CAUTION:** In winter, use the eastern beach for landing, in summer use the outermost westerly beach. The Hotel Gabbiano is situated directly on the beach of the winter landing site. Diverse safety trainings take place here. N 40°02'12,34"/E 015°40'00,96" (Winter landing site)
N 40°02'19,49"/E 015°39'56,73" (Summer landing site)

Monte San Biagio, Basilicata

Small but very nice flying site below the old Maratea and the statue of Jesus. With some thermal luck, you can view the statue of Jesus up close.

Launch: Delcollo San Biaggio, 450 m, S-SW, advanced, small meadow on the access road to the former Maratea and Jesus statue. Only one launch at a time.

CAUTION: Launch site is dangerous in northeast winds, lee!
N 39°59'07,00"/E 015°43'27,50"

Landing: Porto di Maratea, 0 m, intermediate, large asphalt surface northwest of the harbor of Maratea.

N 39°59'21,00"/E 015°42'21,28"

Praia a Mare, Calabria

Flying site in Calabria with good views of the island of »Isola di Dino« and the 15 Kilometer long sandy beach of Praia a Mare.

Launch: Decollo Domenico Vinci, Monte Cancero, 601 m, S, intermediate pebbly launch site with artificial turf mats and relatively short approach. N 39° 43'30,1"/E 015° 48'16,6"

Landing: Praia Mare, 0 m, novice, 15 km long, black sandy beach. N 39° 53'16,0"/E 015°46'58,9"

There is a fifth launch site in the mountains above Aquafredda, the Coccovello, at 1100 m. It offers possibility to launch from SW to NW.

NORMA, Italy

Like an aerie, the small community of Norma sits enthroned upon a rocky plateau high above the Pontinian plains in the region of Latium, south of Rome.

Built in the middle ages, this town is treasured by paragliding- and hang-gliding pilots. And for good reasons: Here you can still fly thermals in mid-winter or soar along the cliffs enjoying the views over the Pontinian plains to the sea and the hills of Rome.

>> *Gianni is a passionate and talented chef. He is always happy to cater to the needs of his guests.*

>> *Old Maratea faces away from the sea, sitting high upon the mountain. The location formerly kept the inhabitants safe from pirates.*

Best time to visit: The whole year is flyable in Norma. Strong climb of up to 3 m/s can still be found in November and December. The thermals are often too strong to fly on summer afternoons.

Flying site info: Flying Center Parapendio Roma, Fabio Pasquali, Tel. +39/335/5 77 43 94, www.parapendioroma.it

Accommodations:

Le fate del lago
Via del Corso, 56, Norma LT 04010, Italia
www.lefatedellago.it
Tel. +39/339/4 62 80 23
Mobil: +39/04/7 67 30
General Info: www.comunedinorma.it

Site:

Launch: Parco Archeologico dell'antica Norba, 430 m, novice, large meadow near the ruins of Norba. The launch in town no longer exists.

N 41°35'27,1"/E 012°57'26,3"

Landing: You can top land easily at the spacious launch site. This landing is also recommended for novices if the thermals and winds are not too strong. Otherwise, you can land on a large meadow, 30 m, novice, behind a barn with a kiwi plantation, pigs and geese. The barn is located directly on the access road. N 41°34'54,8"/E 012°56'32,3"



MINIWING - maximum possibilities

A quick hike up a mountain like the Brauneck near Lenggries on a beautiful summer evening, or a nice cozy ski tour on the Unterberg in Kössen in winter: No problem, if only for the additional weight of the glider! At last, that problem has been solved for good. With the Miniwings, just recently introduced to the market, it is possible - and for a large group of pilots. These wings are not only light, they are exceedingly easy to launch and land. And if your desire is to be underway safely, with sufficient glide to make it over the next hill and enough altitude to throw in a couple of steep curves, a Miniwing is the perfect partner. Especially at flying sites like the Brauneck where the climb up can take an hour and flying with a speed flyer could be tricky due to the low gliding performance, a Miniwing is the magic solution. It is never a problem to make the landing and always with sufficient altitude. At other flying sites such as Kössen, where speedflying is prohibited, nothing stands in the way of a Miniwing. However, it is not just over speedfliers that the Miniwing has an advantage. Thanks to the low weight, it has a considerable advantage over standard paragliders. The Miniwing is agile to fly with the brakes and yet still extremely safe. Naturally, it is not a novice-level wing, but a great new option for sporty pilots who fly regularly to experience flying easily and combine it with many other things. skywalk has developed a Miniwing which should be available on the market in 2012. The first prototypes are exceedingly promising and our test pilots have only begun to imagine the possibilities. We will keep you posted.



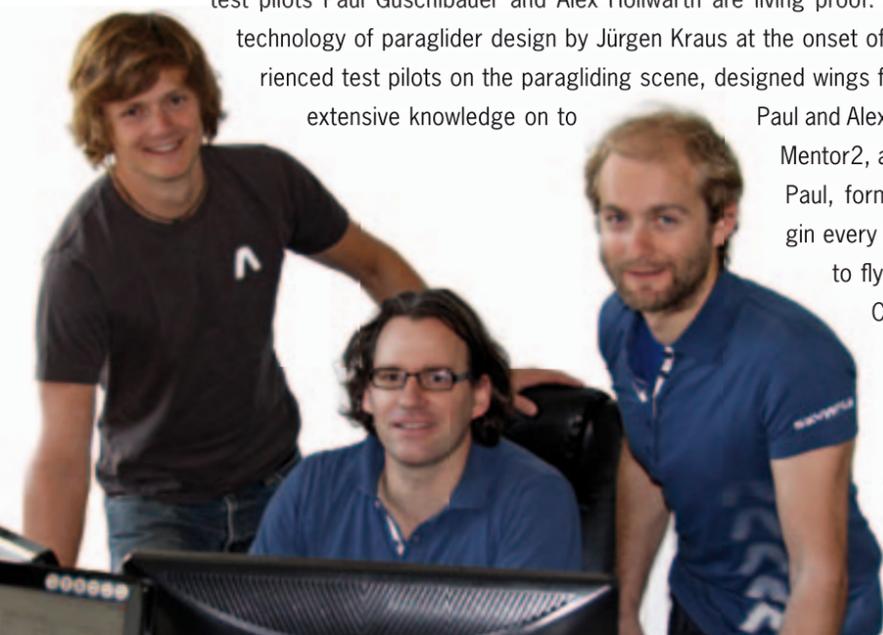
>> *Only spotted in its prototype costume until now, and not yet finalized in design or colors: the still nameless skywalk Miniwing*

skywalks new Research & Development Trio

Can you really have enough experience at the age of 28 to develop paragliders? Yes, you can, and our two designers and test pilots Paul Guschlbauer and Alex Höllwarth are living proof. Both were introduced to the exceptionally sensitive technology of paraglider design by Jürgen Kraus at the onset of their design careers. Jürgen, one of the most experienced test pilots on the paragliding scene, designed wings for skywalk for the last ten years and has passed his extensive knowledge on to

Paul and Alex. Alex, who previously successfully tested gliders (the Mentor2, among others) for Nova, is now working together with Paul, formerly an engineering construction student. They begin every design on the computer before heading out together to fly and test the new prototypes. Products like the new CAYENNE4 are proof that these two understand their craft. Convince yourself!

>> *Together, they form the core paragliding research & development team at skywalk: Paul Guschlbauer, Arne Wehrlein, and Alex Hollwarth (from left to right)*



CAYENNE3 Junior Race Team

In cooperation with the company UTT, technical textiles and LIROS, manufacturer of paragliding lines, skywalk is offering an interesting sponsorship offer with the proven xc-wing CAYENNE3 for young (up to 29 years of age), talented and motivated pilots. skywalk's goal is to offer a successful wing at affordable conditions in order to support young, up-and-coming pilots. You can get more info from skywalk or at your local flight school.

Important Dates 2012:

- > 18. February
Thermik Tradeshow, Sindelfingen, Germany
- > 2. – 3. March
Stubai Cup, Neustift, Austria
- > 17. – 20. May
Super Paragliding Festival, Kössen, Austria
- > 2. – 3. June (rain date 23./24. June)
skywalk Night Fever, Andelsbuch, Austria
- > 12. – 18. August
Junior- & Ladies Challenge, Greifenburg, Austria
- > 8. September
Red Bull Dolomitenmann, Lienz, Austria
- > 20. – 23. September
Coupe Icare St. Hilaire, France

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skywalk video competition 2011

Once again, it was a difficult decision to choose a winner from among the many entries to our video competition. Thanks to all those who participated.

Particularly remarkable was the number of clicks for the video entries. For that reason, next year we will once again feature the video competition. We look forward to viewing your film and wish you the best of luck for the skywalk Video Competition 2012!



...and 2012

Impress the jury and public in 2012 with your self-produced video!

Here's how:

- > Every video must begin with the intro available for download from our homepage.
- > Upload your data to a video platform (usage agreement of the corresponding service provider applies).
- > Videos which infringe upon the copyright of individual artists cannot be released to the public by the jury.
- > Name your video »skywalk Video Competition 2012 – Name of your personal video«, e.g. »skywalk Video Competition 2012 – Jan Meier with ARRIBA2«.
- > Send your video link to: info@skywalk.info

Prizes will be awarded in the value of **4.000 EUROS** (vouchers according to current MAGALOG 2012) which will be distributed among the best videos. The rules and regulations can be viewed at: www.skywalk.info

We wish all participants good luck and look forward to an exciting competition!



Place	You Tube Title	Clicks	Clicks/Month	Jury -Points
1	skywalk Video Competition 2011 – Paragliding – my passion	2.259	2.259	1,5
2	skywalk Video Competition 2011 – easy lucky free	1.134	378	1,5
3	skywalk Video Competition 2011 – Streckenflug vom Hochfeln in den Pinzgau	9.315	776	2,5
4	skywalk Video Competition 2011 – Volo a vela / Gliding	2.116	1.058	2,5
5	skywalk Video Competition 2011 – Thermic Hunters	12.659	1.808	3
6	skywalk Video Competition 2011 – Pure passion for flying 2	1.385	693	2,5

> Video Edit

In order to make your video entry a successful one, it should entertain and be fun to watch. From acro-, to holiday- to absolute fun video...everything is possible. Be creative, there are no limits. Most viewers like to see a video story or emotional content. **Ideally, the skywalk product of your preference should feature in the foreground.**

To make your film exciting and rich in variety, the majority of it should not only be filmed »from outside«, but from various camera positions as well. Different perspectives, flying site locations and above all the suitable background music will animate the film and make it more interesting to viewers. Landscapes shot while moving, peaceful camera journeys over forests or meadows, or cloud time-lapse shots, for example, will transform your video from run-of-the-mill to professional quality. Don't forget a suitable intro and outro.

> Export for You Tube & Co.

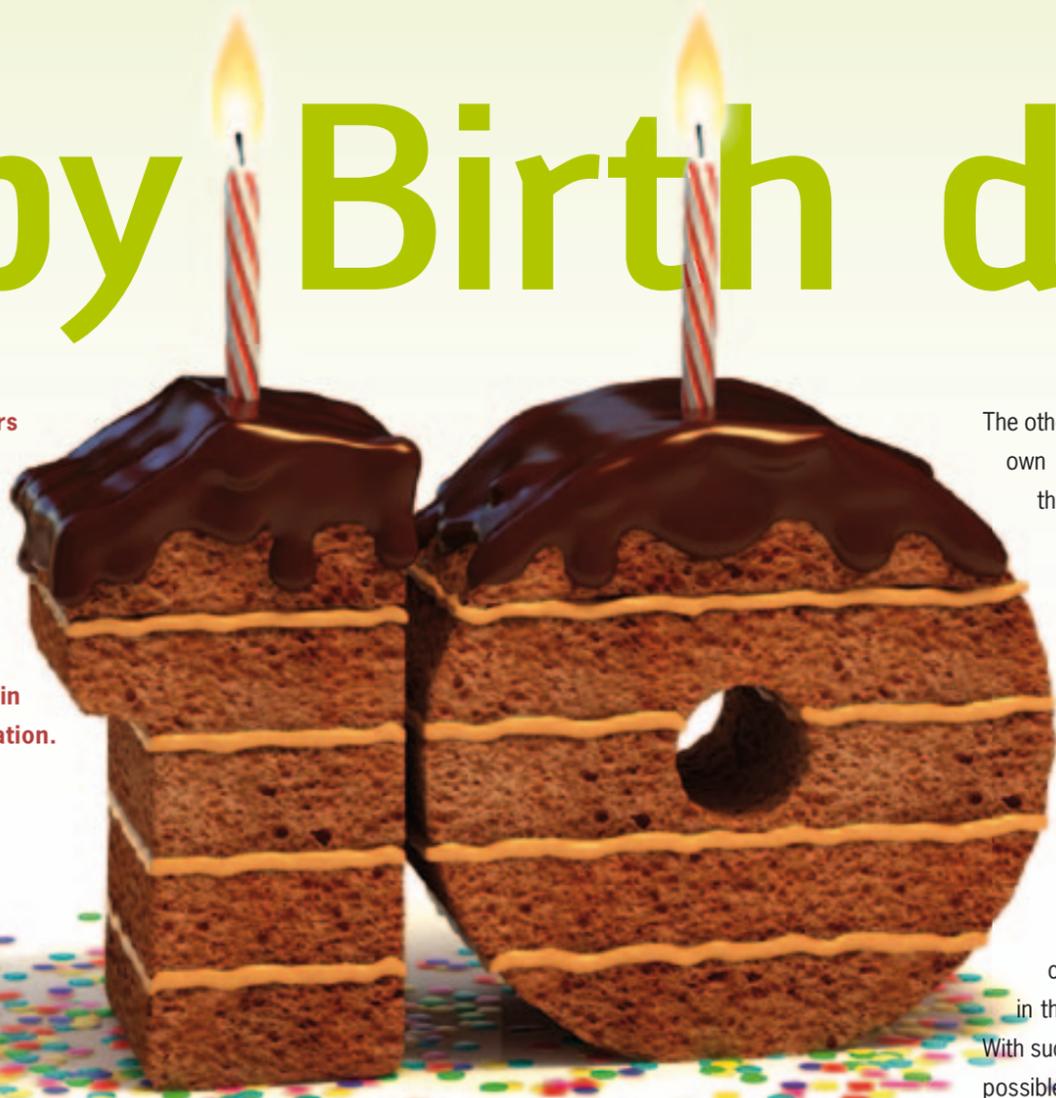
In order to make good-quality videos for You tube & Co., the following software video export settings are recommended: Most video platforms accept the well known formats, such as:

- .avi (Windows Media Video)
- .mp4 (iPod, PSP)
- .MKV (H.264)
- .3GP (Handy)
- .mpeg
- .mov (Mac)
- .flv (Adobe Flash)

In order to place your video online in good quality and with the least possible memory capacity, it is best to export your finished project in MP4-Video Format and AAC-Audio. Programs like iMovie09 under Mac also have a direct upload to You Tube. This simplifies export. The frame rate (e.g., 60 fps) determines how many pictures are recorded and subsequently played back per second. This should not lie over 30 fps. If it is possible in your program, try to limit your data rate to 5.000 kbits/sec and 1280 x 720 p for High Definition and to 2.000 kbits/sec and 640 x 480 p for standard definition video.

Happy Birth day!

Back in 2001, none of the six founders could have imagined that ten years later the company would consist of 40 employees in three different sectors, developing, producing and marketing products worldwide - except for one: Thomas Allertseder. The former line developer from Botech had faith in the rewards of diversification.



The other founders were confident in building their own paraglider brand, but never considered that one day they would be the employers of approximately 40 associates. Up until 2001, each member had earned his passage in the paragliding sector in his own particular way: Armin Harich as successful competitive pilot and paragliding-shop owner, Manfred Kistler as designer of diverse successful Swing-models such as the Mistral, Arcus and Astral, and Jürgen Kraus and Arne Wehrlin as longstanding test pilots for diverse well-known paraglider companies. They all found common ground in the paraglider and all agreed on one thing: With such a high level of competence, it should be possible to form their own company, regardless

of an occasional economic downturn. It was just an added bonus that other enthusiasts, like the paraglider pilot and graphic designer Rolf Rinklin also took stock in the idea. The pilot-buddy of Arne and Armin contributed the name and the logo and today continues to provide for the streamlined visual appearance of skywalk, together with his colleagues from the FORMGEBER graphic design studio. In 2002, marketing- and sales expert Reinhard Vollmert joined up with the young company, and with the design of the CAYENNE in 2003, skywalk had its very first triumph. With its polarizing design, the A on the trailing edge taken from the skywalk font, and direct handling, the CAYENNE won over many intermediate customers.

The motto of skywalk formed out of the CAYENNE, and still applies especially well today in this day and age of folding lines and other category-trickery, namely constructing gliders that are fun to fly but do not max out the limits of their category. »Flyable performance that makes flying fun.« skywalk succeeded in establishing itself worldwide on the paraglider market with the MESCAL, a novice glider, which utilised the JET FLAPS developed by skywalk for the first time. >>

>> Still friends and present-day leaders at skywalk:

Armin Harich, Arne Wehrlin, Thomas Allertseder, Manfred Kistler (from left to right)



> The six skywalk founders – four of whom direct the company of ca. 40 employees today



> Rolf, team pilot and graphic designer since the very beginning



> The HYPE, skywalk's first glider, already wearing the distinctive A-Logo (in the beginning often called the »paper-clip«...) on one side of the trailing edge



2001

> Our first apprentice Maria is still with us today



2002

> The CAYENNE develops into a bestseller



2003

> JET FLAPS on the MESCAL. The pressure equalisation channels similar to those on large



aircraft reduce stall speed and provide for »softer flow separation«



2004

> First tested on the surfkites from FLYSURFER, the patented JET FLAPS become a skywalk hallmark.

Vol Libre Magazin tests the initially critically-eyeballed »holes« for effectivity

> The Birkenweg office quickly becomes too small for the young company from the Chiemsee, so skywalk moves kit and caboodle (mouse included!) to the Bahnhofstrasse, still remaining in the town of Grassau.



2005

> Godfather of the Miniwings: the TACO



10 Years of skywalk



>> The skywalk brand FLYSURFER is brand leader of the so-called RAM-AIR surfkite sector

2004 followed with the construction of a true trendsetter, the TEQUILA: A forgiving glider with still respectable performance and comparably direct handling suitable for instructional purposes. At the time, Vol Libre Magazine used a test of the TEQUILA to test the effectivity of JET FLAPS. The positive results silenced the last of the doubters. 2004 also brought about the launch of our first tandem glider, which instantly polarized in two ways: with the name, JOIN'T, and the reassuringly calm launch performance.

The year 2005 proved that not only was skywalk widely diversified with the sectors PARAGLIDING, FLYSURFER and PARASAIL, but rather among the individual sectors as well. With the introduction of the CULT, the first harness from the house of skywalk was developed.

Thanks to the innovative side protectors, the harness was quickly on the tip of everyone's tongue. In the kiting sector, various softkite models from FLYSURFER gained ground with their paraglider-similar principles against the glut of otherwise-constructed tubekites. The TACO represented the initial attempt by skywalk to bind surfkite- and paraglider development more closely together. On one hand a snowkite with long flying lines, and on the other hand a training paraglider with normal risers in lots of wind, the TACO was way ahead of its time, as today's hybrid-glidens confirm. Our ideas will soon reach perfection in the SKYCARVER project, thus creating yet another technological highlight.

2005 brought about the introduction of two innovations: With the POISON, skywalk made its debut on the high-performance wing stage, and it fell to

>> Still in development: the completely new glider - concept SKYCARVER

none other than skywalk graphic designer Rolf Rinklin to prove the glider's mettle. In his first year on the German Paragliding League, Rolf managed to place ninth in the overall classification flying with the POISON and was the best pilot on a series glider. Additionally, he won the very first skywalk NIGHT FEVER event with the wing. This paragliding event is won by the pilot who can remain in the air the longest after the sun goes down. Apparently, lots of pilots had been waiting for such an easy, straightforward competition format. To date, the list of competitors has continued to grow. Yet another NIGHT FEVER will take place in 2012, under the now well-established motto »The last one turns the lights out«.

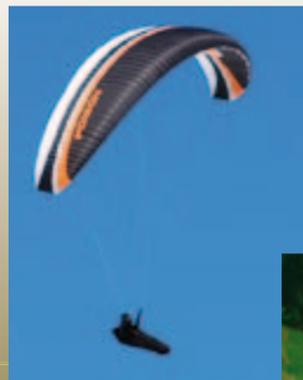
skywalk has also been developing motorgliders since 2006 and the idea of launching from mountains with trimmers off has since penetrated the entire market. The legendary CHILI as well as the CAYENNE2 were introduced to the market in 2006 and Leroy Westerkamp flew a spectacular world-record of 7.685 meters on K2 with the POISON!

2007 was quite a significant year for skywalk. The X-GLOO was developed, actually as an in-house event/tradeshows equipment solution: An event tent inflated with air that impresses with low weight and a stunning visual effect. No one would have dared to venture that by 2012, this idea would develop into another separate, very successful business division, except maybe for one person ...

In the meantime, the X-GLOO is now sold in three sizes worldwide and won an established design prize with the »Red Dot« design competition award. Notable clients such as Landrover, Ford, Porsche, Red Bull and Sparkasse Bank embellish the reference list. Meanwhile, it is no longer possible to imagine the tradeshow scene of ISPO and Co. without the presence of the X-GLOO, and the event equipment sector has become established as an additional foothold for skywalk.

skywalk scored again at the beginning of the »Hike & Fly, back to the roots« trend in 2007 with the new lightweight wing MASALA, followed by

> The POISON instantly becomes the best-placing serial wing within the German Paragliding League



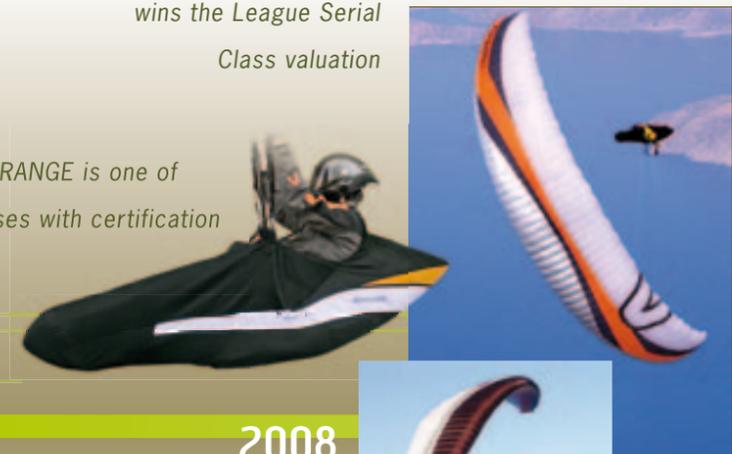
> The noteworthy CHILI



> The MASALA introduces the distinctive alu-coated Aerofabrix cloth to the scene



> The POISON2 wins the League Serial Class valuation



> The RANGE is one of the first prone harnesses with certification

> Cleans up in the OLC rankings - the CAYENNE3

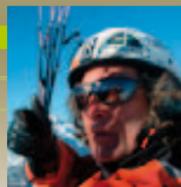
2005

> There are actually competitive pilots who would drop an official league event in order to fly at skywalk NIGHT FEVER



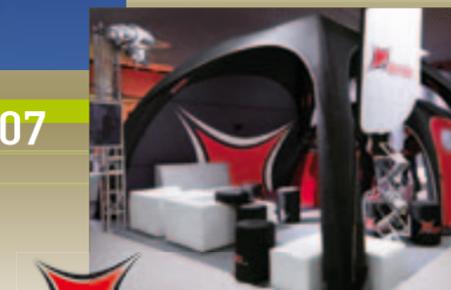
2006

> Leroy Westerkamp.



> CAYENNE2

2007



2008



>> The legendary Rengades: They have full trust in skywalk paragliders



the ARRIBA. The shining, silver Aerofabrix cloth was a hot topic of conversation. The paragliding world had never seen a cloth like this before! Extremely light (unfortunately extremely expensive, too) and yet still resistant to aging: The aluminum coating of one-hundredth of a millimeter made it possible! With the RANGE, an aerodynamically-optimised competition harness was developed with which skywalk team pilots could rack up the kilometers. They were exceptionally successful at this in 2009 with the CAYENNE3, the first purebred 3-line wing in the LTF 2/EN-C class. Right away, five skywalk top pilots were able to capture the first 10 spots in the sport class of the DHV XC. And the podium was all about skywalk, with Hans Walcher, Thorsten Hahne and Jörg Zitzmann taking all three spots! Oliver Teubert even made it to 4. place in the open class with our sportster, and as if that was still not enough, Reiner Braun won the Paragliding League Overall Serial Class with the POISON2.

The next year Reiner was even able to repeat the coup, standing once again on the podium with his POISON2. In contrast, Oliver Teubert began his imposing success series with the CAYENNE3, won

the OLC sport class valuation while simultaneously nailing 3. place in the open class with 3 other submitted flights. A direct assault, one might say! Innovation in all sectors, this motto applied to skywalk in the past two years as well. 2010 brought about the birth of the skywalk MAGALOG, a trend-setting mixture of MAGAZine and cataLOG. The development of the forward-looking project E-WALK, a fully integrated electric motor for paragliders, began in 2010 as well. The project vision could be described as follows: Flying whenever and almost wherever you want, also and especially in the flatlands. The realisation will be completed in 2012.

When the skywalk founders look back, even they are amazed at the depth of products they have brought to the market in the past decade. Many innovations have come out of development and that is what makes this company so exciting: The constant hunt for better solutions in order to make the dream of almost all people come true, but which so few actually make happen: To spread your wings and lift off into the third dimension. Who could have guessed all that we might discover on our quest?

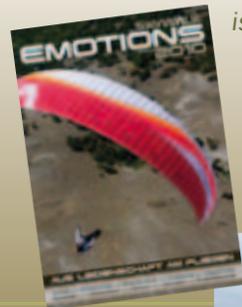
Well, perhaps one person... <



> Even the following year in the league, Rainer Braun cannot be beaten underway with his POISON2



2009



> The skywalk MAGALOG is born

> With electro-thermals strapped on: the E-WALK



2011



> skywalk MAGALOG, 2011 Edition

To be continued ...

The Anniversary Tour

The skywalk crew will be underway with their testermobile at the hotspots of the paragliding scene from February to September 2012, once a month on flyable weekends, within the framework of the 10-Year Anniversary. And that means a different spot each month. You will have the opportunity to testfly all of our current models, gather information or simply enjoy a landing beer together with us.

The weekends will be selected spontaneously according to weather forecasts and announced on our homepage: www.skywalk.org

Locations planned for 2012:

February: Nova Gorica, Slovenia

March: Bassano, Italy

April: Bezau, Austria

May: Emberger Alm, Austria

June: Westerwald, Germany

July: Mosel, Germany

August: Fiesch, Switzerland

September: Col Rodella, Italy

Since our 10-Year existence is a real reason to celebrate and to thank all of our customers, each pilot who testsmour products will receive a small gift. We look forward to seeing you!

Your skywalk Crew



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FACEBOOK





Day Five...

The X-Alps is now well-known beyond the paragliding scene. The paragliding competition, in which 30 pilots are selected every two years to cross the Alps on foot or flying, starting in Salzburg and finishing in Monaco, continues to draw in spectators like a magnet. Thanks to live tracking, they can follow every step, every thermal circle and glide of each athlete. However, what happens behind the scenes, for instance, what exactly does it mean to be a race supporter, has remained a secret.

Sara Gudelius, supporter of Paul Guschlbauer, who achieved third place on the podium at the X-Alps 2011 together as Team AUT4, reports exclusively on day five in the skywalk MAGALOG 2012.

Text: Sara Gudelius
Photos: Red Bull Content Pool
Jög Mitter, Chris Hörner,
Felix Wölk

After another short and wet night, we get off on day five punctually at 4 a.m. The previous day we had managed a good distance, but not as far as we had planned. During the hunt to make up time, we forgot about the fun factor and it was exactly this that was now hindering our progress. Above all, we were unsatisfied with ourselves. I was criticising Paul's performance and he mine. Luckily, we were able to see past this

to our common goal and take the criticism to heart. Paul refocused on his own performance and I focused back on the plan that we had made while preparing for the race. Now it was up to Paul to focus on the 40 kilometers which lay before him. Our plan was to meet up in 20 minutes. That meant hurrying to get the breakfast stuff, roof tent and assorted equipment together and get Paul's next meal prepared. Though it is early, there is already traffic on the narrow road, making it nearly impossible to pass. I am dead tired. »I have to get myself together!« When I meet up with Paul, he is in a good mood and is making amazing progress. I spend the next hour in »stop and go« mode. Paul is walking, I drive on a maximum of one or two kilometers further with the bus and then wait for him, to pass him food or just give him company. Then my energy is gone, I cannot keep my eyes open and feel like stopping right in the middle of the road. I drive a bit farther on and take a ten-minute nap. It takes only seconds for me to fall asleep – quick and effective

naps are crucial and work wonders. The phone rings. It's Paul and he says he is freezing. The wind is blowing hard on the straight road where he is walking. I feel guilty and stay the next six hours by Paul. I drive a little further and then come back to him on foot or with the bike, give him something to drink, cook, check the distance from the next athlete, stay in contact with our weather service and give him some motivation from time to time.

And Paul has put the pedal down. What a difference from the last days! Paul is fighting and doing a great job at it. We are both happy that we hashed things out the night before. The race is fun again! We close in on the Tonale Pass at around 11 a.m. I am totally impressed, the weather looks great. But just when I reach Paul again, it starts to rain. Motivation sinks. We discuss the next decision, fly or hike? Our goal is to fly! From the pass to the possible launch is 800 meters of altitude. Paul goes ahead. It is difficult for me to follow. The backpack

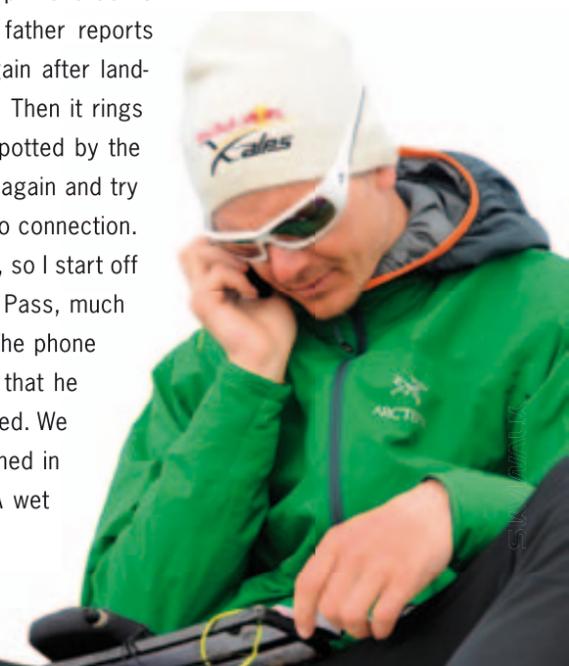
is heavy and the probability of flying is very low. It rains again and again and the clouds look like more of the same. But the higher we get, the more motivated Paul becomes. He watches the weather, telephones with the »weathermen« and entertains some hope. Thank God!

A detour west of the Tonale Pass would be a catastrophe with regard to strength, time and motivation. There are only 50 more meters of altitude, Paul is in race mode and I can no longer follow. He signals me to hurry and I pick up the tempo. With the last ounce of my strength, I stand at the launch site, the weather looks good. Paul prepares to launch, then it begins to pour down again. But Paul refuses to bow down to the elements. He says he knows a way to circumvent the weather, and he's off.

»The phone rings. It's Paul and he says he is freezing.«

It's working! Paul climbs, the rain subsides and the thermals carry him. Soon he will reach the ridge, lit up by the sun. I have to return to our van. Who knows exactly how long the good conditions will last. I can see by the Live-Tracking that Paul is flying. And well. I feel happy and treat myself to a break. Sleep! A short time later the phone rings and my father reports that Paul is about to launch again after landing. Pleased, I fall back asleep. Then it rings again. Paul can no longer be spotted by the Live-Tracking. I am wide awake again and try and get him on his cellphone. No connection. O.k., I know where he is headed, so I start off in the direction of the Mortirolo Pass, much loved by competitive cyclists. The phone rings. Paul again, he says only that he is starving and his glider is soaked. We must meet where Chrigel launched in 2009. My alarm bells go off. A wet glider can mean stall! >>

>> An optimal level of communication between athlete and supporter plays a substantial part in a successful race.





Team AUT4

ritated with Paul, or better said, at technology and its pitfalls. In the hope of meeting Paul at the launch, I keep going. It rains, visibility is about 10 meters and it is really cold. Suddenly the phone rings. It is Paul. We realise that I had only needed to stay on the road that I was on before, then we would have met right up again. Sh...!

Paul continues on the 600 meters up towards the launch. We plan to meet on the way, at the peak at the latest. Since I make only slow progress, I wonder what is taking Paul so long. We telephone, yell out into the fog to find one another. Total silence! Fog, rain and cold drain my strength away. From the valley I hear that only the peak is in the clouds. But there is a large power cable running below the peak and launching with a wet glider would be much too risky. My thoughts circle around Paul. Since he is hiking up from the other side of the mountain, he planned to launch only in absolutely flyable weather conditions, while I would wait at the pass if he ended up not launching. I hurry to the van. Completely exhausted, I peel my wet clothing off and hop into the down sleeping bag. Outside it is pouring, Paul cannot be reached, and therefore all sorts of people are contacting me. They are worried - and I am too, slowly. What if he really launches? What if he cannot launch, what should we do then? And if he launches, will he make it over the power cables?

Luckily I know the road and where I have to go. After 15 minutes I arrive at the pass, everything covered in fog. Where is Paul? I ride back a little, searching for him. When I notice that I have no cellphone reception, I turn back to stay in contact. But still no sign of Paul. No signal – by cellphone or tracker. I have no idea what to do and mull over Paul's last information. I need to WALK to the launch! O.k. I pack towels to dry the wing, warm clothing, sufficient food, GPS and most importantly, batteries. I run up the mountain through the fog. Again and again I have to walk downhill, and it gets on my nerves. I can feel myself becoming ir-

»My nerves are shot, and I just want this to be over.«

Paul has no reception, the last call was an hour ago and the Live-Tracking is not working due to the empty batteries. If something has really happened to Paul, no one will know about it! How long do we have to wait until we start searching? Hundreds of questions run through my mind, but at the same time, I believe in Paul. He knows what he is doing, yet my thoughts are still racing around. The skulls painted on the cycling course flash in my head. Moritrolo. Why is this pass named »Morti«-Rolo? Is it a bad omen? My nerves are shot, and I just want this to be over.

The cellphone. It is ringing! It is Paul. He is alive! And in good shape, too! He has almost reached the border of Switzerland. As he was hiking down yet again, the fog suddenly lifted and visibility returned. The heavy rains had continued, but it had not been a problem for his glider. The mix of AEROFABRIX and Skytex 27 implemented on certain parts of his X-Alps wing presumably made it exceptionally reliable. Paul had flown right over me and had landed safely at the entrance to the Piz Palu turning point after a few kilometers. I had completely failed to see him

because of the fogged-up van windows! The euphoria is huge and I start moving as quickly as I can. Paul is famished and soaked to the skin. I take control of myself on the ride back down into the valley: I have to be strong for Paul! The happiness upon meeting up again is like nothing else! He proudly tells me about his performance and of how impressed he is with his glider. I am so happy, but at the same time a little ashamed that I did not trust him completely. However, there is not much time for me to dwell on it. It is time to continue. The competition is close on our heels. We made up some good time today and want to build on it!

The next few hours take their toll. I finally fall asleep at two a.m., satisfied with the day's progress. It took two hours for me to dry Paul's glider and harness with towels.

>> Much more than just a respectable result. With his third place, Paul succeeded in flummoxing not only the experts but the competition as well, together with his supporter Sara, in the unquestionably most difficult paragliding competition on the planet

Interested spectators can find out more about the adventures of Team AUT4 Guschlbauer/Gudelius during the X-Alps 2011 at the lectures by Paul Guschlbauer and Sara Gudelius. Dates and other information can be found at: www.paulguschlbauer.at



Rift Valley Kenya

Higher, faster, farther...
Flying records for »Flying for a Classroom«

Text: Mirjam Hempel, Photos: skywalk

After he learned about the flying site of the Rift Valley in Kenya and the children who live nearby from a slide show at the Elpe Flight School, skywalk team pilot Ralph Schlöffel felt called to start the project »Flying for a Classroom« in 2008, in order to help the children learn to read and write (as previously reported in the 2010 MAGALOG).

The Project

45 million children in Africa do not attend school in Africa. Ralph's idea was to help Africa through the education and schooling of Africans, so that they can help themselves in turn. With donations, also from skywalk, two schools have been supported and a school for the handicapped is now under supervision. A school building for 80 students was constructed, the Kessup School, including social services like toilets and kitchen, which is actually located right next to the landing site. For the Kobil Handicapped School, buildings were constructed and donations were collected for a large water tank as well as twelve wheelchairs. 100-percent of the funds collected for »Flying for a Classroom« flow directly into the project. Ralph's dream is to build an orphanage near Eldoret and to fund the administration privately.



www.fliegen-fuer-ein-Klassenzimmer.de



>> The JOIN'T2 on record course

An overview of the records flown:

Date	Pilot(s)	Category*	Task	Facts	D-Record	W-Record
10.01.2011	R.Vollmert O.Feldmann	M JOIN'T2	out-and-return	58,29 km		X
10.01.2011	R.Vollmert O.Feldmann	M JOIN'T2	out-and-return	62,48 km		X
11.01.2011	Burkhard Martens	G POISON 3	100 km out-and-return speed	29,5 km/h	X	
11.01.2011	T.Schweers R.Vollmert	M JOIN'T2	100 km out-and-return speed	29,49 km/h	X	X
11.01.2011	T.Schweers R.Vollmert	M JOIN'T2	out-and-return	101.81 km	X	
12.01.2011	Renate Brümer	F CHIL12	out-and-return	101.81 km	X	
12.01.2011	Renate Brümer	F CHIL12	100 km out-and-return speed	27,11 km/h	X	
15.01.2011	Thomas Schweers	G POISON 2	100 km out-and-return speed	38,54 km/h	X	X
15.01.2011	Burkhard Martens	G POISON 3	out-and-return	202 km	X	
15.01.2011	Burkhard Martens	G POISON 3	200 km out-and-return speed	ca.33 km/h	X	
15.01.2011	M.Schapler M.Wesselmann	M JOIN'T2	200 km out-and-return speed	33,75 km/h	X	X
15.01.2011	M.Schapler M.Wesselmann	M JOIN'T2	200 km out-and-return	ca.33 km/h	X	X
15.01.2011	M.Schapler M.Wesselmann	M JOIN'T2	204 km o-a-r free distance	ca.33 km/h	X	X
15.01.2011	M.Schapler M.Wesselmann	M JOIN'T2	gain of height		X	
15.01.2011	Renate Brümer	F CHIL12	3 turnpoints	99 km	X	
16.01.2011	Renate Brümer	F CHIL12	3 turnpoints	140,45 km	X	
17.01.2011	R. Vollmert P. Löffler	M JOIN'T2	3 turnpoints	145 km	X	

*G = GENERAL | F = FEMININE | M = MULTIPLACE

Flying records in the Rift Valley

The flight results of skywalk pilots Burkhard Martens, Nina Brümmer, Thomas Schweers, Markus Schapler, Paul Löffler, Olaf Feldmann and Marcus Wesselmann flown in 2011 spoke for the amazing conditions that the Rift Valley offers for thermal- and XC pilots with a base of up to 6.000 meters and climb of up to 5 m/s. Together with the former skywalk sales and marketing director Reinhard Vollmert, a dynamic supporter of »Flying for a Classroom« from the very beginning, they brought 18 paragliding records (among them German- and five world records) back with them at the end of January 2011, along with many fascinating impressions of the country and its people. As a kind of bonus for their success, skywalk wanted to present the pilots with a cash award of 1.000 euros, but after a short discussion among the pilots, it was decided that the money would be put to much better use in Africa. The check was presented to Ralph by Manfred Kistler, General Manager of skywalk for his project »Flying for a Classroom« and now Ralph is that much closer to making his dream come true, building an orphanage in Africa.

Nina-Renate Brümmer has gotten a lot of attention over the past couple of years owing to her records on skywalk gliders. You can find out what it takes to fly a successful record or to beat an existing record in the following text:

How do you fly a record?

Records are made in all sports. The rules and regulations for paragliding records can be found in the current sporting code of the FAI Section 7D in English on the DHV-website under sport records. There you can also find the rule variations from the world records to national records. In order to submit a record, you will need a FAI-sport license. The license application can be found on the DHV-website. You must annually renew your FAI-license. It costs 7,50 euros. Most importantly, you must consider which record you want to break, or if you would like to set a new record yourself. The list of national and international records is on the DHV-website under records.

Pay particular attention: A new XC record must be 1 km longer than the existing record. Each task must be completely closed. The GPS-documented turning point normally has a radius of 400 m into which the pilot must fly. But only the distance flown is calculated. So one flies almost 800 m less per turning point than planned on your PC. This means that the planned task must also be accordingly larger. On flights up to 125 km, be aware that the loss of height must not exceed 2% of the distance flown. This means that at the goal of a 100 km flight, you may only have a

maximum of 2000 m less height than at the starting point. Just like by the DHV-XC, an FAI-triangle may not have a leg which is smaller than 28-percent of the total distance. World- and European triangle records must begin on a turning point, a German record allows for starting on a leg. The task with the GPS-data of the turning points is noted before the flight on a start notification (available in the sporting code) and signed by an authorised witness. One exception is a free record, which is declared afterwards. It is simple to become an authorised witness. You just have to read the authorised witness handbook (on the DHV-website under Sport/Downloads), add your signature to page 2 and send it to the DHV. National records with a G-record competent aircraft do not require an authorised witness. The flight with IGC-File and start notification must be submitted within seven days to the DHV-evaluator and additionally to the FAI in the case of an international record. Then the record will be examined. Record acceptance may take a while. Incidentally, in Germany, the 25 and 50 FAI-triangle speed records are not yet documented for women: So just fly and report. Have fun!

>> We supported each other at key points along the routes.

Unfortunately, some of us missed setting the additional speed records by a hair.

But that is exactly what makes it so exciting!

REINHARD VOLLMERT

All of the records for paragliding and hanggliding are in the valuation class General, Women and Tandem, with the following differentiation:

- > **Distance records** straight distance, out-and-return distance, distance over triangular course (FAI triangle), straight distance to declared goal.
- > **Speed records** over 25, 50, 100, 150, 200 km triangular course and speed over an out-and-return course of 100, 200 and 300 km.
- > **Altitude record gain of height**
- > **Free records** free distance using up to 3 turn points, free out-and-return distance, free triangle distance. These can be submitted after a flight, but must be larger than the existing distance record.

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- > Assembly takes a few minutes longer than with a conventional paraglider, since the battery and prop must be attached, but this is easily accepted, since you know that you are getting a big piece of freedom in return.
- > Standing in the harness with the motor during the wait for signs of thermals is considerably more pleasant than with a backpack motor, thanks to the front-battery and balanced weight distribution.
- > The start happens like without a motor: simply pull and wait until the wing rises. If the wind is still, than obviously you have to run. Otherwise, you can stand still and calmly stabilize the glider. Then give full gas and let yourself be pushed as if on rollerblades.
- > Climb is decent, around 1,5 m/s. Even with XS-gliders I have gotten off well, overloaded at 78 kg. In the case of bad conditions, a good start technique is very helpful, as always. For demo purposes I also started in lee. This works, but for free flight it is better to look for an open meadow – where the wind is blowing towards the slope. Then you can switch on the prop once you are in the air.
- > And with regard to switching on,

E-WALK

the new freedom

It is not easy to live in the flatlands: the mountains are hours away by car, the small hill nearby can be used thanks to ever better-performing gliders, but finding a sure ticket to the thermals on a nice summer evening once the workday is over is still tricky. Furthermore, you have to choose your launch precisely according to the wind direction. How many times did I look at this hill and think, how great would that be if only I could get pushed up to where the birds are circling! Towing means that it is often difficult to get into the air at exactly the right time. Helmets are lined up on the ground before you, and watching someone lift off in front of you may mean that you have just missed the thermal that would have kept you up. When towing you often have only a few kilometers of action without thermals, before sink. The towing areas are chosen more for ease of authorisation and sufficient space for a long tow than for thermally active areas with thermal trailing edges. If it was only possible to access the thermals from right behind your house! In the past, I had the luck to test some new E-WALK prototypes now and again. At last I could choose my own launch time and needed no help from anyone.

it is sufficient to gently push the gas button in order to directly and precisely get an unbelievably continuous and well-dosed thrust at any time. Thermal access is easy. You can now choose your start (time and place) with much more flexibility, independently from the weather. Without thermals, pilots have an action radius of about 15 kilometers. If you suspect an updraft in the area, indicated by a buildup of thermal clouds, circling birds or the like, then it is time to start. Even in zero lift, you can still climb at a rate of 0,5 m/s at 20% of the motor performance. With a full battery charge you can make it to base even without any real climb. If you see a better updraft, thanks to the E-WALK it does not even have to be in the angle of glide.

My goal was: Use a maximum of 20 percent of the battery to find an updraft, and still have enough energy to fly around and make it back to my car, even if I could not find any thermals on the way, just to check out the area. When nothing is going on in the way of thermals, you can still get adequate flying time according to the airmass climb in which you are flying. And another tip: Unlike with a gas motor, the E-WALK functions only with and not against nature. If you lose altitude with downwinds, turn the motor off and try to fly sideways out of the downwind. Normally the downwind will stop over the ground at the latest and you can fly to a new upwind with the prop using less energy consumption, or fly back.

I was often approached by strangers who wanted to know more about the almost silent motor. With my gas motor, people often got irritated by the noise. What a difference! Since the E-WALK has the noise level of a quiet dishwasher, the whir is actually quite pleasant. Whoever has heard one of the new electric bicycles today knows how cool it is. The E-WALK has made a new kind of freedom possible. It is a completely different feeling than with a gas motor. The feeling is more of a natural extension of flying. Since the energy of the E-WALK is limited, the excitement of searching and finding thermals is heightened. Even when the battery

is empty, it can be recharged quickly while you refuel with lunch, in 1.5 hours. In the past, only the birds could flutter in the wind, but now you can, too. Thanks to the E-WALK, I now only have to drive to the next flying site, with generally good thermic conditions, instead of hav-

»Since the E-WALK has the noise level of a quiet dishwasher, the whir is actually quite pleasant. Whoever has heard one of the new electric bicycles today knows how cool it is.«

ing to journey to a wind-suitable slope farther away. Flying at wind speeds inadequate for soaring is less dangerous and it is a lot of fun to crank it up in with very little turbulence. The E-WALK is best flown with the glider that you use most often. An »extra wing« is not required to join the party. You already have a motor that gives you 1,5 m/s when you need it for the 0,05 m/s increased sink. In return, the wing is more agile and more fun to fly. Legally, the weight range should naturally allow for a few kilograms more.

In the future, the E-WALK will save you from flying in borderline conditions just to get into the air, or from driving somewhere to fly in vain. I wish everyone who indulges in an E-WALK just as much fun as I continue to have!

Yours, Armin Harich

>> On the meadow ...,
get set ..., go!
skywalk's electric climb aid
to the thermals is still in
the internal testing phase.
Complete info under:
www.skywalk.info





and

she

flies



>> *Courageous, crazy, optimistic, maniacal ... Petra and her unbendable will to fly again has been labeled with wildly divergent adjectives. Today her friends are happy that she worked so doggedly to attain her dream. She found her happiness and can be a role model for all of us to never give up after a serious setback.*

again...!

»That's me in the air, Petra Kreuz, flying the paraglider from the wheelchair.«

I started paragliding in 1992. In the summer of 1996 I got my hang-gliding license, and my tandem paragliding license followed in the spring of 2000. It always gave me great pleasure to hike up a mountain in the morning and glide back down with the first rays of the sun to the valley floor, or to set off on a XC-jaunt from the Hochfelln over the Wilden Kaiser to Gerlos Pass, then on to Zell am See and Waidring.

I have been paralysed since my accident while hang-gliding in September 2000 in the Dolomites, when I suddenly lost consciousness and crashed into a rock wall. I needed seven operations and 361 days until I could leave the hospital and rehabilitation center. Others probably would never again want anything to do with flying, and worry instead about how to conquer daily life from a wheelchair, but in my case it was different. Actually, right after I awoke from the coma, one week after the accident, my first thought was of flying: »Not possible is impossible! If I can no longer walk, I have to manage the launch phase another way, so that I can fly again.« I began with the construction designs for a flying wheelchair. Some people declared me crazy, but that was nothing new, so I just kept on planning. Even my family and friends could not stop me from flying. Today they are happy that I never gave up and thus managed to

regain my happiness. Since I met my husband Peter four years ago, my life is simply perfect. I go XC flying like I used to, enjoy the thermals and just the feeling of being in the air. Peter and I now spend winters in Australia, which is very

»Some people declared me crazy, but that was nothing new, so I just kept on planning.«

special for pilots. Whether it is coastal flying in »Stanwell Park« south of Sydney or soaring on »Hill 60« in the industrial area of Wollongong, one of the very few opportunities to fly with pelicans: It is always something special to glide directly over the ocean.

When choosing a glider, safety plays a huge role and I am happy to have found the right partner in skywalk. Thanks to the JET FLAPS,

all of the skywalk gliders have a very low minimum speed, which means an additional safety cushion when flying. After extensive testing last year, I chose the CHILI2. This glider showed me its qualities during the very first launch.

Despite crosswinds, it launched with stability and flew straight, even with my wheelchair. The

CHILI2 makes flying the thermals enormous fun, right from the start, and the glide performance for an EN-B wing during valley crossings continues to surprise me even today.

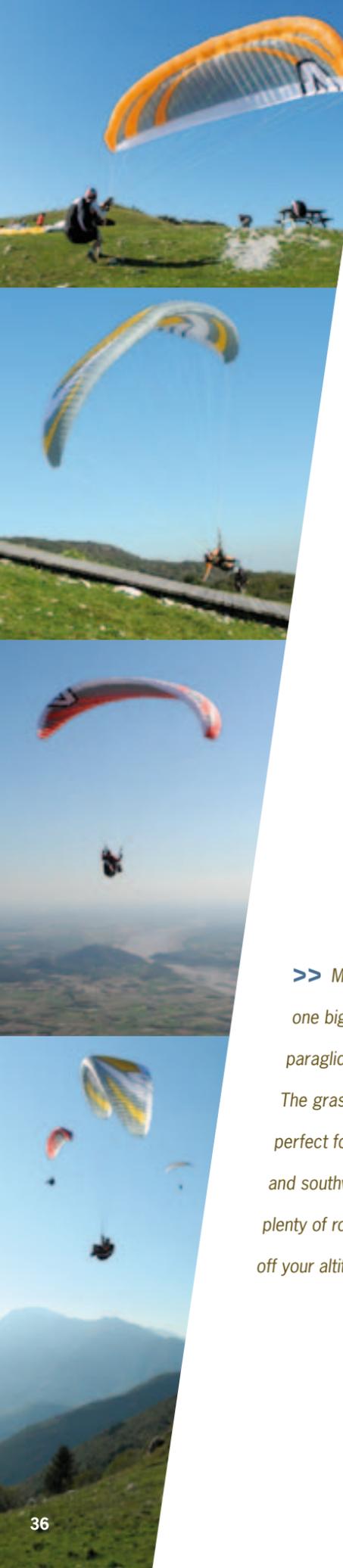
I wish all of you perfect flying days in the seasons to come, like I have gotten to experience with the CHILI2.

And never forget: Not possible is impossible!

a dream

was just the beginning

of an unforgettable paragliding trip



A quick tug on the risers, two, three steps and we are already lifting off from Monte Valinis, a flying site ca. 1.100 meters-high close to Meduno. We, meaning Reini, Bruno, Rolf, Andrey and myself. With motors and our hybrid gliders SCOTCH and MOJITO, we want to fulfill a dream and fly from the southern edge of the Alps to the Adriatic Sea and back.

after the launch from Monte Valinis, a pleasant climb rate of up to four meters per second carries us upwards. A short time later we are over the mountain massif that stretches along the foot of the southern Alps in an east-west direction. My gaze sweeps south, following the snaking course of the Tagliamento river. After just a few kilometers, I am lost in the beauty of this incredible autumn day. The Tagliamento is one of the last wild rivers in the Alps. Almost seventy kilometers south of here, it flows into the Adriatic Sea near Bibione, our flight goal for tomorrow. However, before we follow it south, we enjoy flying over the mountains while doing touch and goes, wingovers, SATs and spirals, before we glide back over the ridge.

Flight to the Mediterranean

The next morning we start our motors and the hybrid gliders from Patrizia and Paulo's ultralight flight center at the edge of the district of Solimbergo for our flying tour to the Mediterranean. Paolo and Patrizia operate a hostel for pilots, 300 meters from the flying center, the Agriturismo Sasso D'Oro. Normally, hanggliding trikes or light airplanes start from their UL-flight center. But today we are headed off with our motor-gliders in the direction of the Mediterranean. At low altitude, we follow the course of the railroad in the direction of Pinzano. After all, during the week in Italy, only a maximum of 150 meters above ground is permitted for ultralights. Shortly after we follow the Tagliamento River in a southerly direction. Turquoise-blue waters flow through the rocky river bed.

We glide, close to the ground, through the gentle morning air. No sign of thermals to disturb our flying pleasure, it feels like we are gliding on rails. The air is a pleasant 25 degrees Celcius. At Latisama we leave the path of the river in the direction of Valle Zignago. The lake below is beautiful with its wide range of colors and many seabirds. After two hours in the air, we can smell the ocean. Shortly afterwards, we land one by one at the new airfield of the Volo Almare Club, located only a few kilometers from Caorle, near the Adriatic Sea. The airfield has an 800-meter long grass landing and a spa-

» After two hours in the air, we can smell the ocean.«

cious hanger with attached petrol station. Just like at Paolo and Patrizia's, our arrival is greeted with smiles. We do not have to pay a landing fee, since this is only necessary from a weight of one thousand kilograms. After a delicious Italian meal from the airfield restaurant with the obligatory espresso afterwards, we set out for our afternoon sightseeing flight over Bibione. The huge hotels stretch along the Mediterranean coast for kilometers. Our search for a natural section of beach to land on is eventually met with success. A jump into the cool ocean is mandatory, naturally. >>

>> We cruise as if we are intoxicated over the seemingly never-ending river landscape, make a short stop in Caorle, and land in the evening on the Mediterranean beach. Indescribable!!!





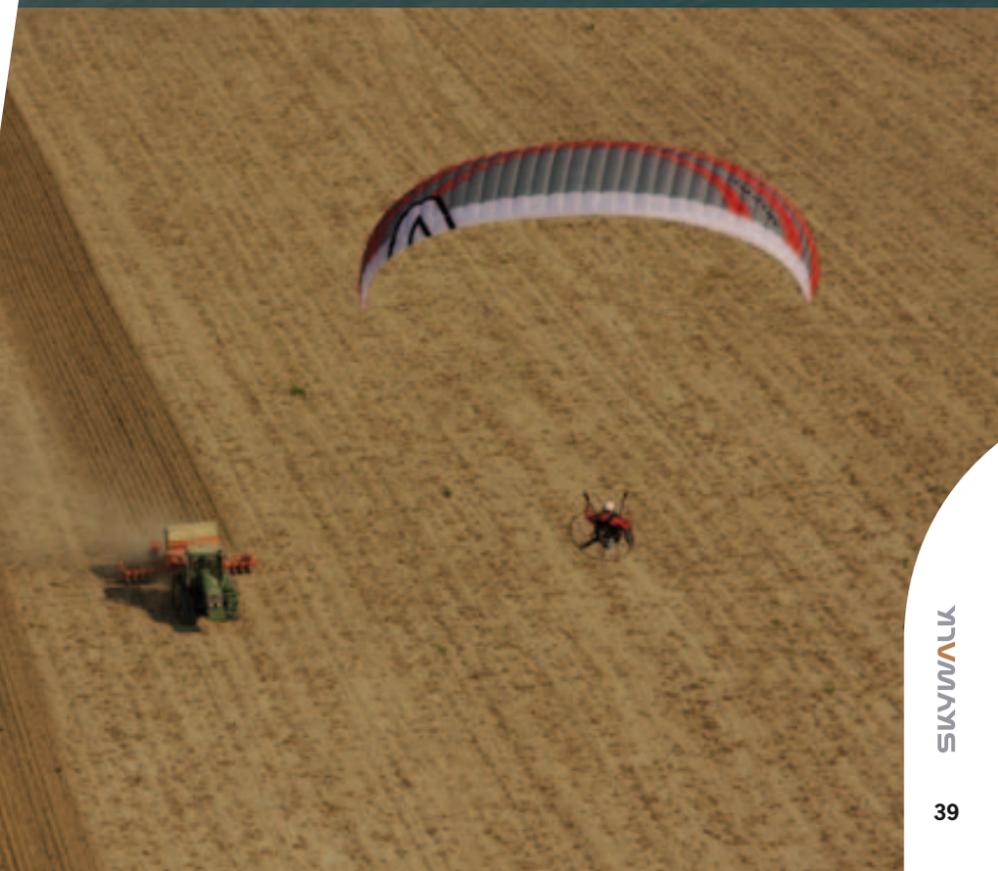
Flying back to Meduno

After an overnight stay in the apartments belonging to the airfield and a typical Italian breakfast of cappuccino and stuffed croissants, we get off to a late morning start directly from the hangars for our return flight towards the Alps. Our progress is slowed slightly by light headwinds from the North. Towards the afternoon we decide to make a stopover, since the thermals are really powerful. There are tractors at work on almost every field and they are causing scores of thermal bubbles. Our motors and our stomachs need an energy boost anyway, and Rolf's motor requires some loving care. The silencer of his rather aged motor has come loose and the prop is affected. After a generous siesta, we start again at almost half past four o'clock in order to fly back to our place of departure. We land in the evening light a half hour before sunset directly next to Patrizia and Paolo's pilot hostel, made possible by the freshly mowed corn field.



>> *There are many photos and impressions that will surely remain in our memory: the meandering riverbed below us, floating together along the Adriatic coast, gliding over the endless fields of crops, as well as just playing or soaring over the gentle grass-covered hills over Meduno...*

Last but not least, the possibility to fly without motor helped to make this hybrid-glider trip so diverse. The fact that in Italy one can only fly a maximum of 150 meters over the ground with a UL, and that there are so many emergency landing areas, makes the whole thing twice as interesting for motorglider pilots





We take a dip in the pool and relax with a landing beer in the whirlpool. The only thing still missing from this more than successful tour is a long day soaring on Monte Valinis. Sure enough: The next day offers the perfect conditions, with an approaching warm front, for amazing paraglider-soaring flights in practically laminar upwinds.

I took a shell with me from the beach where we landed as a keepsake. Now it is in my bathroom and I glance at it every morning while shaving.

A nice feeling ... 

Take-off and Landing Sites:

Monte Valinis

Coordinates: N 46°13'50.6" E 12°48'22.9"
Town: Meduno, Province Pordenone
Region: Friaul-Julisch Venetien
Launch site: 1.000 m NN | Landing site: 256 mNN
Start direction: SE to SW,
Access by car, on foot

UL-Airfield Sequals – Sassodóro

Coordinates: N 46°10'90.0" – E 12°49'33.0"
Surface: Grass | Length of approach: 320 m
Contact: Tel: +39/0427/9 35 87
Mobile: +39/333/2660977
www.sassodoro.pn.it, info@sassodoro.pn.it

UL Airfield Volo Almare Club:

Coordinates: N 45°36'43.0" – O 12°48'52.6"
Surface: Grass | Length of approach: 800 m
Frequency: 130,000 MHz
Contact: Tel: +39/042/81351
Mobile: +39/333/1926106
Restaurant: Tel. +39/0421/212017
clubvoloalmare@libero.it, www.clubvoloalmare.it

Accomodations:

Agriturismo Sasso D'Oro

Via del Capitel 4, Village of Solimbergo, Sequals
Tel./Fax: + 39/0427/93587
Mobile: +39/333/2660977
info@sassodoro.pn.it, www.sassodoro.pn.it

On the airfield of the Volo Almare Club

Contact and booking at telephone number and mail address of the UL-Airfield

Tour Data

Duration: 4 days
Thermal flying: 5 x 5 hours
Motor flying: 4 x 7 hours
Motor flying distance: 4 x 210 km
Mileage: 90 liters
Oil consumption: 1,8 liters
Red wine: 10 liters
Landing beers: 10 liters
Wear and tear: 1 silencer, 1 prop
Risk of repeating: 100 percent



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FLIES :D!

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DOESN'T FLY!



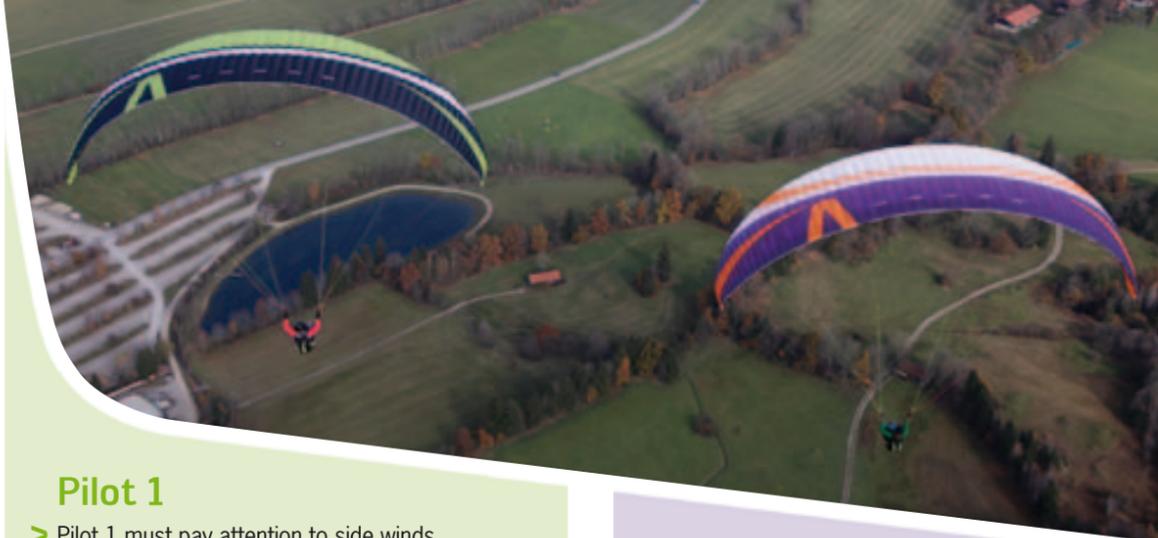
CONTACT:
WWW.FRESH-BREEZE.DE
MAIL:FRESH-BREEZE@T-ONLINE.DE

The High Art of Comparisons

Why doesn't skywalk publish any technical data, such as glide ratio and speed in the MAGALOG? Or: How difficult is it really to fly a credible performance comparison of two paragliders? In the following article, Arne Wehrin, Director of skywalk Paragliders Research & Development Team, explains how difficult and complex it is to fly a meaningful comparison of two paragliders.



The publication and comparison of glide ratio and speed has gained in importance during the last few years and will certainly be used more often in the future as a sales argument. At the same time, the comparison of the performance of two paragliders today is truly no simple task. Basic difficulties are presented especially with regard to the aerodynamic and physical specifics of the paraglider. But first of all, let us begin by explaining some of the basics on this topic:



Pilot 1

- > Pilot 1 must pay attention to side winds when flying straight.
- > He must fly exactly with or against the wind.
- > Side winds mean realigning and restarting the comparison.
- > Side winds mean that one almost automatically flies a curve as soon as one steers towards the fixed point. One glider is therefore disadvantaged, since that pilot must fly farther.
- > Pilot 1 indicates the speed: trim speed, half accelerated, fully accelerated.

Pilot 2

- > Before the comparison begins, Pilot 2 gets into position exactly alongside of Pilot 1.
- > Pilot 2 pays attention only to Pilot 1, they must fly wing to wing (with a gap of approx. 2 to 5 m, somewhat more when accelerated).
- > The higher pilot makes big ears, in order to achieve the same altitude.
- > Pilot 2 maintains exactly the same speed as Pilot 1.

Firstly, it is crucial that the apparent influencing parameters of both pilots are compared.

This means in detail:

- > Same weight (exactly to the kilo)
- > Same harness (exact same model)
- > Same seating position
- > Same hand position (not to be underestimated!)

Additionally, there are things during the flight which can make the comparison useless:

- > If the brake lines are too short so that the glider is braked, performance is immediately affected. A brake can be long enough at trim speed, but can brake during accelerated flight. This cannot be allowed.
- > Caution: Brake travel does not begin when the brakelines are taut, but as soon as the trailing edge begins to move.
- > Are certain lines so tensioned that they eventually brake the glider (e.g. small knots)?
- > It is too thermal or turbulent to make a statement.

How is performance defined?

If a glider has a glide ratio of 9, this means that the wing loses 333 m altitude over a distance of 3 km. A glider with a glide ratio of 9,5 needs 315 m altitude for the same distance, so exactly 17 m less. Two gliders must fly calmly next to one another at a speed of 40 km/h for four and a half minutes. The difference amounts to two glider heights. In more turbulent conditions, it is even more difficult to fly a credible comparison!

Furthermore, the term »performance« must be defined as a matter of principle. This is normally underestimated. It often happens that two prototypes have the same glide ratio in zero-wind conditions, but one wing flies faster than the other. If, for example, one flies 2 to 3 km/h faster, this is a lot. This means, the slower pilot must accelerate and then when both gliders fly the same speed, the difference will be immediately perceived. This difference should not be underestimated. It becomes even more noticeable in turbulent conditions.

Comparison in calm conditions

If one compares the trim speed of two paragliders, it is extremely important to fly smoothly and constantly. Furthermore, you must be aware of how slowly or quickly the other is flying. The slower pilot accelerates to the speed of the faster pilot. Then the pilots are flying next to one another at the same speed. The entire process must be well-trained. In the actual exercise, the two pilots must know each other quite well until they can fly a credible comparison. One should be able to discern if a variation in performance is due to the flying conditions or due to another error. It occurs often that by ten flights, one glider will fly better seven times and the other will fly better three times. Nevertheless, this can frequently mean a considerable difference between both gliders. With only one or two comparisons, it is impossible to make a credible statement. Make the comparison again when half-way accelerated and completely accelerated and only then do you begin to realise how complex the whole process is. And that is only the beginning.

Comparison in turbulent air

Much more important is the performance comparison in moving air, for example: thermal conditions, lee, gliding against the wind, stability in accelerated flight. This is the truly important performance data. Pure zero-wind glide plays only a small part, but strangely enough is the one that everyone wants to know. After the above information on glider comparison in calm air conditions, everyone can actively imagine how difficult it is to find out the authoritative differences. But naturally it is important to know what performance a glider has, how stable it is when accelerated and how well you can fly it in challenging conditions. In order to find out, you need two pilots who can fly at the same, very high level. We always fly this performance data with the help of a reference glider. Shorter routes in various air conditions are flown in the process. While gliding, you must make sure that you and the other pilot begin the glide at exactly the same altitude and when cranking it up, observe who climbs better. This will serve to determine the glider with the superior performance. After the flight, the comparison will be discussed intensively. This includes, naturally, speaking »the same language«. In the discussion it then becomes clear if both pilots sensed the same thing and agree, or if other outside factors could have falsified the comparison. If we are satisfied, another comparison is done with the »benchmark« model on the market of the respective class, in order to be certain that we are a front runner with our development. Along with glide, other performance characteristics are crucial as well, such as:

- > How stable is the glider in turbulent conditions?
- > Do I feel comfortable in challenging conditions?
- > How is the handling in weaker, stronger, disrupted thermals?

Only once everything works do we introduce the glider to the market, not before.

In order to calculate truly credible performance values for a comparison, myriad instrument-measurement flights were additionally required, since airpressure, temperature, altitude, weightloading, flight position and many other factors can influence the comparison. Perhaps now the amount of effort required to calculate a real comparison value is more clear and why, in the interest of everyone, we want to avoid publishing them from now on.

Packing cell upon cell - Is it really necessary?

Many pilots ask us repeatedly: Do I really have to pack my glider cell upon cell? Packing the glider cell upon cell is very wise if you have a glider with mylar reinforcements on the leading edge. This method will prevent the mylar from bending, which could lead over time to diminishing launch performance. Gliders with rigid foil (small elastic rods in the area of the leading edge) are much less bend-sensitive than the conventional mylar. So although packing the recent glider models, above all those equipped with very flexible rigid foil material, is no longer essential, naturally it is possible.



Defective Rods

If one of the rods on the leading edge does manage to break, you will notice this by the distinctive outwards bend. Since they are sewn tightly, the replacement must be done at a service center. This can normally be done quickly and easily.

Tear-Repair

Tears which are less than 20 cm long and are located farther than 10 cm from the line loops can be easily repaired. Simply cut two pieces of spinaker tape so that they extend 3 cm beyond the tear. Apply one piece to the tear on the cloth upper surface and the other piece to the undersurface. Tears over 20 cm located near the line loops must be repaired by a qualified service center.

Cleaning the cloth

If the paraglider gets very dirty, the best way to clean it is with a soft cloth or sponge and water. Avoid using hard brushes, chemical solutions or salt water, as these could cause damage to the surface coating. Afterwards, allow the glider to dry completely. Never pack it away in damp condition, since this could lead to the formation of mold. This applies as well when the glider has gotten wet (e.g. in the winter from melting snow).

What do they really mean...

Common technical terms are often used to describe the flight characteristics of a paraglider. Unfortunately, we have repeatedly determined that these terms are actually quite often not fully understood by every pilot. In order to avoid misunderstandings, we would like to provide you with a little awareness training.

Handling?

The term handling refers to the operability of the paraglider. It includes for instance, the use of the risers. Are they easy to operate? Because handling should be simple and uncomplicated. At the same time, the following pivotal questions can be asked: How easy is it to operate the glider in the air? What characterizes good handling in the air?

- > Does the glider operation support the pilot in the air, or does it limit him/her?
- > Is it direct, meaning handling without time delays?
- > Is it individual like different car models, catchword »flying turns«?
- > Does it fit into its class? For example: Acro. When it comes to XC, good handling means good climbing as well as relaxed and stress-free flying.

Steering Pressure?

Steering pressure is the answer to the question: How much strength is needed to get a certain reaction from the glider when flying the same curve.

This means: How high is the required strength at different steering pressures? Higher steering pressure means higher energy expenditure for the same desired glider reaction. Lower steering pressure means less energy expenditure for the same desired glider reaction. Steering pressure can also be measured. Handling can still be good at high, as well as at low steering pressure. This has to be decided by every pilot according to his/her own personal preferences.

THE SKYWALKERS

...almost like in real life



© J. K. B. B. B.

The Future of the Paragliding Check



Through CHECKAIR, skywalk lives up to its manufacturer responsibility – to guarantee product safety with maximum performance also during use. In the near future, more and more partners will be authorised by skywalk for the system after passing the audit.

You can find more information on the CHECKAIR system under:
www.check-air.de or www.skywalk.info
 mail: checkair@skywalk.org

>> skywalk CHECKAIR provides clear advantages not only for the check centers, but for pilots as well. You can find detailed information on our website.



Is a system like CHECKAIR a trendsetting advance?

W + J: Yes, by all means, because this system represents the real-time knowledge level of the manufacturer. The current legal situation states clearly that only the manufacturer and not the certification center is responsible for how the flight characteristics are guaranteed over time and which testing methods are used to determine this. It is exactly this requirement that CHECKAIR satisfies. Basically, the quality level of the check will improve as well when the information of how the check is done and who does the check is initially determined. The pre-authorized access will thin out the black sheep and clean up the market. Consequently, the pilot knows that even a distant skywalk CHECKAIR center is in close contact with the manufacturer.

What groundbreaking changes will occur for the check center?

W + J: We will always have the current data for each glider, thanks to the web-based system. This also means that questions which pop up such as how lines should be torn or which trim should be used after measuring no longer have to be interpreted by a flight school. Along with helping to determine the maximally achievable safety of the glider, this helps to test the still maximum possible performance of the glider and return it to that level of performance for the pilot. Through the menu navigation of 18 points, it can be determined that all points that must be completed and interpreted are actually applied. Additionally, a system like CHECKAIR allows the data acquired to be made available to the manufacturer. Thus, skywalk can use the data for development, to react more quickly to changes, to provide type-specific knowl-

The data bank-based system of the regular check of skywalk paragliders has successfully passed the internal test phase. Partners who have been authorised by skywalk can already log in over the internet and are thus directly supplied with all of the information they require to complete a check according to regulations. The check center is then led step by step through the check procedure and CHECKAIR supplies sensible details such as trim calculations and other technology values, therefore eliminating faulty interpretation. Results and necessary improvements are also transparently presentable.

What do the experts from two of the most known check operations have to say about their first experiences with CHECKAIR? Wolfgang (Wolfi) Marxt, one of the managers of the Chiemsee Flight School and Johannes Knust, technical director of the Papillon Flight School Wasseruppe respond to our questions.



>> Johannes Knust and Wolfi Marxt use the skywalk CHECKAIR at their flight school. In this way, they can provide valuable feedback firsthand.

edge and operating instructions (e.g. line splicing) to flight schools and establish a homogeneous standard worldwide.

What added value does a pilot have by using CHECKAIR, in comparison with the previous check procedure?

W + J: The check and the results will be documented and system-inherently standardised. The pilot can be sure that his glider has been checked

according to the very latest technological state. All of the expertise that the manufacturer used for his development flow into the check specifications. This is specifically important with regard to the trim! Pilots can also feel good about reselling their paraglider when they know that it is in sound condition. In combination with the attached badge, the detailed protocol at the end of the check created by CHECKAIR delivers proof of a quality assured check. That is a real sales argument.

Advertisement

www.Thermikwolke.de

brand new!



We implemented the feedback of our team-pilots and many XC-pilots during the development of the CAYENNE4. Steering pressure has been substantially reduced and overall handling perfected. Among other things, the insertion of mini-ribs is responsible for the striking reduction in steering pressure. They additionally serve to reduce disagreeable, performance-detracting yaw. Rigid foil elements span the leading edge nicely and facilitate canopy inflation. The CAYENNE4 launches easily. Certainly the fact that the glider, like its predecessor, is a pure-bred 3-liner, although it has only two (!) main lines spanwise, contributes to its advantageous launch performance. Not to mention the ease of sorting the lines during launch preparation! It is quickly noticeable in flight how the CAYENNE4 stably plows through turbulence. Similarly to the POISON3, this stability is the result of a multitude of features. For instance, small robust plastic elements above the C-lines provide for the ideal load distribution

CAYENNE 4

The sport class continues to expand. On one hand, relatively tame gliders with very well-tempered flight performance can be found in the EN-C class, but also fully maxed-out high-end wings that demand a lot from pilots. The use of folding lines has resulted in such gliders being classified within the EN-C class although they ultimately belong within a different class. So it is up to the manufacturer's sense of responsibility to clarify the glider character to pilots, and then pilots have to make the most comprehensive picture possible. Ideally the two will match perfectly in the end. Our CAYENNE series has always stood for honest performance without any hidden bugs, and the CAYENNE4 more than impressively continues this tradition. The target group remains the same: XC pilots and ambitious thermal hunters who can fully work their wing in flight, but still value control in combination with a very high performance potential.

>> It is not only the visual appearance of the CAYENNE4 that impresses, but the flying characteristics as well. To say that pilot feedback during the photo shoot was »collectively enthusiastic« would be an understatement...



and low profile distortion. The extremely well laid-out and drag-reducing line concept, which already pleases while line sorting, attracts immediate attention in flight when glancing upwards. The canopy has only a few line connections; there is a four-cell bridge, for example. Load is distributed cleverly within the canopy by means of a diagonal- and spanwise band system. The CAYENNE4 has a total of only ca. 254 meters of line, including brake lines. Considering materials, the CAYENNE4 remains true to the principles of the series. The limits have not been exhausted. The strength of the LIROS lines, regardless of whether it be the covered Dyneema main lines or the Tecnora gallery lines, lies far beyond the requirements. When it comes to cloth, no compromises have been made. The CAYENNE4 has low weight throughout, but still rewards with a long product life and consistent flight performance. All of the plastic reinforcements in the CAYENNE4 are very flexible, thus pilots are not bound to any specific packing method. Interesting for safety conscious pilots must be the fact that the CAYENNE4 was developed without folding lines and tested and approved at the inspection center without them. Now it is up to you to form a comprehensive picture of our newborn. We are curious of what your impressions will be.

ARRIBA2

The mountains are calling! The sweat pours down, the goal has been long in sight. At last you reach the top. The peak. The wind is still. After a short break you lay the glider out and prepare to launch. Three, four steps and you lift off. This wing wants to fly. And you do, too. What a feeling! Hike and Fly is more than just a trend, it is now well-established within the sport. Especially since

>> Much more than »just« a Hike & Fly wing thanks to everyday suitability:
The ARRIBA2.

the equipment has made leaps and bounds: with small packing dimensions and low weight. The ARRIBA2 is the perfect partner for adventures like this. Derived from the TEQUILA3, it pleases the mountain climber with excellent launch performance. Furthermore, this wing is performance-rich. No wonder: The ARRIBA is a pure-bred 3-liner of the second generation - equipped with rigid foil on the leading edge. The man responsible for this new lightweight wing? None other than Paul Guschlbauer, whose impressive performance in the Red Bull X-Alps 2011 led to a third place on the podium. His experiences, also with regard to the entire material package, have transformed this lightweight glider into a glider suitable for everyday use. Our construction specifications are once again reflected in the visible, shining AEROFABRIX [AL] 32: Only the best comes into use here. An enormous safety potential combined with the perfect packing dimensions and comfortable weight, these are the crucial factors of Hike and Fly. »This way to the peak!« ARRIBA2 – maximum satisfaction with a minimum of weight.

TEQUILA3XXS

Light pilots are familiar with the problem: They can often be found underway with a wing that is too big, and end up feeling like a leaf getting blown around by the wind - especially when the winds pick up. Then the fear begins to increase proportionally to the wind conditions, the pilot may get drilled into lee during launch or fly backwards, thus making it impossible to get to the landing site. We have the answer:

a performance-strong, safe, and easy to fly paraglider with an anticipated launch weight range of between 50 - 70 kilograms. The TEQUILA3 in XXS has arrived! With rigid foil in the leading edge, this EN-B wing impresses with easy launch performance and jaw-dropping climb in the thermals, despite a small projected surface of 17,4 square meters. And performance remains strong even when the wind increases, with the safety reserves required for relaxed flying. If you want to stop feeling like a leaf getting blown about by the wind, try our mini from the TEQUILA family. For those who want to go one better as far as weight is concerned, the ARRIBA2 is a solid bet. Also available now in XXS.

>> Pure flying fun!
The right choice for safety-conscious paragliding »lightweights«:
The TEQUILA3 XXS



which wing for whom?

Concerning paragliders, the question of »which wing for whom« comes up often for manufacturers and flight schools. However, naturally it is also the pilots who need to know which equipment, specifically which glider and harness, are the best suited for him/her. And the choice is not getting any easier, with over 40 manufacturers making up the paragliding market. The certification procedure barely has any real validity anymore. We, as manufacturer, feel obligated to introduce our products and their respective differences to you, and to illustrate which product is best suited for each specific pilot class. Thus, you have the option to filter out the best glider for you according to important criteria.

EN and LTF Norms

Generally, the European Norm applies within Europe (EN). The European Norm also standardises paragliders. The EN norm is not obligatory for manufacturers. However, with regard to insurance law, a certified glider represents a big advantage. Furthermore, certification makes it possible for manufacturers and customers to have a qualified overview of product safety performance.

The EN is roughly divided into the following classes:
 EN-A for novices
 EN-B for hobby pilots
 EN-C for advanced pilots
 EN-D for very experienced pilots

These four classes are subclassified. Thus, there are always at least two categories within one class and the glider must be classified within one of these: Low level or high level. A glider which does not exhaust the limits of its category can be identified as a low level wing, with a tendency according to the individual certification criteria towards classification in the adjoining lower class. In contrast, a high level glider means that the glider is constructed to the limits of its class, with a clear tendency towards classification in the next higher class.

Along with the EN, there is also the LTF-Norm in Germany, from the German Federal Office of Aviation. This contains inspection points quite similar to the EN-Norm.

Tricks during certification

All of the products developed by skywalk to date have a certification: either EN or LTF, most even have both. This means that each single product is tested at an inspection center and is assigned to a specific class. Meanwhile, many gliders are being tested with folding lines. Folding lines are additional lines which are attached to help achieve gentler collapse behaviour with specific adjustment of the glider. The achievable certification class during relevant maneuvers such as collapse and front collapse, is potentially falsely classified when folding lines are used. In this case, the pilot will be misled with regard to the actual safety performance of his paraglider.

All skywalk paragliders to date have been tested and certified without folding lines.

Our entire paraglider palette is depicted in the opposite table, according to suitability for specific pilot target groups. This table should also make it easier for you to find the glider best suited for you.

Sicherheit	Fun	Sport	Leistung
Paraglider			
MESCAL	TEQUILA	ARRIBA2	CHILI2
			CAVENNE4
			POISON
JOINT2			
Hybrid Glider			
	MOJITO.HY+		
	SCOTCH.HY		

Pictograms

In order to give you an even better overview of the various characteristics that distinguish each of our paragliders, we have created a pictogram. This serves to highlight the significant features of each glider. For example, each skywalk paraglider has the pictogram »JET FLAP«. But there are also others, such as »3-Line-Levels«, »Hybrid-Lines« or »2+2 Guarantee«. A description of each pictogram follows. A comprehensive description can be found under: www.skywalk.info. Should you have further questions, the entire skywalk Team is happy to be of service by e-mail or telephone.



2 Plus 2: The skywalk 2+2 Guarantee includes material and workmanship flaws and applies to all certified (LTF or EN) privately used gliders. This is an extension of the legal 2-Year Guarantee.



JET FLAP: Enormous reserves in impending stall: improved climb, above all in narrow and strong thermals, increased brake travel to stall, thus an increased »green« area when flying.



AEROFABRIX AL32: Light cloth with aluminium coating: UV-robust, light, high porosity values, long life.



Hybrid-Lines: A mix of Aramid- and Dyneema lines: long product life, low stretch, lighter, less drag.



Rigid Foil: Flexible rods in the leading edge area: reduce total weight, keep the canopy in form, provide constant ram pressure, improve launch- and extreme flight performance.



3-Line-Levels: 3-Line-Levels without forks: less drag, improved glide.



Double-Splice-Technology: Line-connection technique for higher load capacity of line connections.



Race Lines: Uncovered Aramid lines: low stretch, kink-resistant, low drag.



Comfort Risers: Color coded risers, 5-Point-Check and Big Ear »Flags«, for simplification of launch preparations and to prevent mistakes in the air.

MESCAL3



RRP 2.790,- EURO

JET FLAP fun cruiser – LTF09: A | EN: A

The MESCAL has made the dream of flying come true more often than any of our other paragliders. The easy launch performance of the MESCAL3 allows pilots to experience success quickly. JET FLAP Technology creates room to play with over-reaction, color-coded risers allow for clear conditions during launch. In the air, the EN-A/LTF-A certified MESCAL3 spoils pilots with comfortable handling, very good climb performance and enormous safety reserves. Unadulterated flying fun right from the get-go.

>> The 5-Point-Check on the risers of the MESCAL3 is a clear safety-plus for every novice.



	XS	S	M	L	XL
Cells	44	44	44	44	44
Surface area flat in m ²	22,57	24,76	27,06	29,36	32,24
Wingspan in m	10,66	11,16	11,67	12,16	12,74
Aspect ratio	5,03	5,03	5,03	5,03	5,03
Glider weight in kg	4,8	5,3	5,8	6,3	6,9
Launch weight kg from - to	60-80	75-95	85-105	100-120	115-140
Tow certification	yes	yes	yes	yes	yes

Pilot Target Group



Features



RRP 3.390,- EURO

JET FLAP lightweight glider – LTF09: B | EN: B

As a robust partner on your Walk & Fly adventures, the ARRIBA scores with low weight and small packing dimensions. Both have been enabled by the implementation of AEROFABRIX [AL]32 with an additional PU coating, already proven by its use in the POISON3, a pure-bred 3-line-concept and uncovered lines. Launch is safe and easy, thanks to rigid foil in the leading edge. In flight, the ARRIBA2 stands out with pleasing handling and very good performance with generous safety potential, derived from the instruction-suitable TEQUILA3.

>> Long product life:

The skin-thin metallic coating of the AEROFABRIX (AL)32 reflects more than 90-percent of radiation.



	XS	S	M	L
Cells	44	44	44	44
Surface area flat in m ²	23,30	26,20	28,80	31,00
Wingspan in m	11,11	11,77	12,35	12,80
Aspect ratio	5,3	5,3	5,3	5,3
Glider weight in kg	4,1	4,5	4,9	5,3
Launch weight kg from - to	60-80	75-95	90-110	100-120
Tow certification	yes	yes	yes	yes

Pilot Target Group



Features



ARRIBA2



TEQUILA3

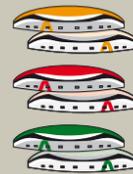


RRP 3.190,- EURO

JET FLAP freerider – LTF09: B | EN: B

The range of use of the TEQUILA has always been diverse. Whether talented newcomer- or hobby XC-pilot: The TEQUILA always was and remains an excellent choice for many pilots today. The new TEQUILA3 is equipped with 3-line technology and rigid foil in the leading edge. Performance profits from over 20-percent less drag. In addition, this allrounder spoils with direct, smooth handling and excellent launch characteristics.

>> The revamped inner life of the TEQUILA3 is packed with innovation.



	XS	S	M	L	XL
Cells	44	44	44	44	44
Surface area flat in m ²	23,30	26,20	28,80	31,00	32,70
Wingspan in m	11,11	11,77	12,35	12,80	13,16
Aspect ratio	5,3	5,3	5,3	5,3	5,3
Glider weight in kg	5,3	5,9	6,2	6,6	6,9
Launch weight kg from - to	60-80	75-95	90-110	100-120	110-135
Tow certification	yes	yes	yes	yes	yes

Pilot Target Group



Features



NEU für die Saison 2012: XXS Größen für TEQUILA3 und ARRIBA2

Beginning in 2012, we have two wings for very light pilots in our program: The TEQUILA3 XXS and the ARRIBA2 XXS – both with a anticipated launch weight range of 50 - 70 kg.

>> Both XXS models are constructed on the basis of their respective big brother and possess the corresponding launch behaviour and pleasing handling. And to top that off, they impress with safety and performance, just like the big boys. This makes flying fun!



TEQUILA3 XXS



ARRIBA2 XXS

	T3 XXS	A2 XXS
Cells	44	44
Surface area flat in m ²	20,71	20,71
Wingspan in m	10,47	10,47
Aspect ratio	5,3	5,3
Glider weight in kg	5,1	3,8
Anticipated launch weight kg from - to	50-70	50-70
Tow certification	yes	yes

Pilot Target Group, features such as characteristics and prices

correspond to the larger models respectively. Please take these specifications from the respective description.

ARRIBA2XXS

TEQUILA3XXS



CHILI2

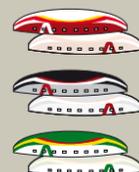


RRP 3.190,- EURO

JET FLAP high end freerider – LTF09: B | EN: B

With an aspect ratio of 5,67, this 3-liner is distinguished by down-right good performance, paired with high passive safety thanks to JET FLAPS. Thus, it caters to high end - intermediate to zealous thermal junkies and advanced pilots with xc ambitions. Thanks to the high comfort factor, pilots under the CHILI2 can focus completely on flying and the search for the optimal route.

>> The oval openings contribute to exemplary launch performance.



	XS	S	M	L	XL
Cells	52	52	52	52	52
Surface area flat in m ²	23,19	26,08	28	29,44	31,11
Wingspan in m	11,47	12,16	12,6	12,92	13,28
Aspect ratio	5,67	5,67	5,67	5,67	5,67
Glider weight in kg	5,1	5,7	6,2	6,5	6,8
Launch weight kg from - to	60-85	75-95	85-110	100-120	105-130
Tow certification	yes	yes	yes	yes	yes

Pilot Target Group

SAFETY FUN SPORT PERFORMANCE

Features

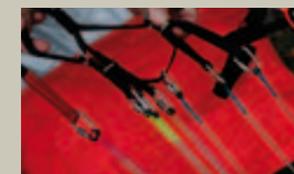


RRP 3.390,- EURO

JET FLAP race carver – LTF09: D | EN: D

The proven silver cloth AEROFABRIX AL29 has been given an additional PU protective coating for even higher abrasion resistance on the leading edge of the new POISON3. Rigid foil elements in the profile nose, three line levels and competition lines in combination with sleeve technology create low drag, reflected in the conspicuous performance gains. The individual line connections allow for increased stability - especially when accelerated, and the POISON3 still has moderate extreme flight performance for a glider of its class, despite an aspect ratio of 6,8.

>> The cleverly-devised individual line connections lend the POISON3 an incomparable stability when accelerated. This is where our flagship starts to show its stuff..

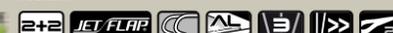


	XS	S	M	L	XL
Cells	69	69	69	69	69
Surface area flat in m ²	22,95	24,88	26,80	28,24	29,40
Wingspan in m	12,51	13,03	13,52	13,88	14,17
Aspect ratio	6,82	6,82	6,82	6,82	6,82
Glider weight in kg	5,1	5,5	6,0	6,3	6,6
Launch weight kg from - to	70-90	80-100	90-110	100-120	110-130
Tow certification	yes	yes	yes	yes	yes

Pilot Target Group

SAFETY FUN SPORT PERFORMANCE

Features



POISON3



CAYENNE4



RRP 3.650,- EURO

JET FLAP sportster – LTF09: C | EN: C

The successful CAYENNE-series continues. The CAYENNE4 is based upon a pure-bred 3-line concept with only two main lines per level and per side and has a line total of only 254 meters, including brake lines. Rigid foil constructed from flexible plastic in the leading edge creates an aerodynamic profile nose and allows our newcomer to launch easily. The performance of the CAYENNE4 is particularly remarkable, above all in accelerated flight- this EN-C wing remains stable and easily flyable. Direct handling with low steering pressure is the icing on the cake.

>> Less is more... The spartan-like equipment of the CAYENNE4 with only 7 main lines on each side provides for minimal drag.



	XS	S	M	L	XL
Cells	59	59	59	59	59
Surface area flat in m ²	21,80	24,48	26,73	28,30	29,48
Wingspan in m	11,55	12,24	12,80	13,16	13,44
Aspect ratio	6,13	6,13	6,13	6,13	6,13
Glider weight in kg	4,6	5,2	5,7	6,0	6,3
Launch weight kg from - to	60-85	75-100	90-110	100-120	110-130
Tow certification	yes	yes	yes	yes	yes

Pilot Target Group

SAFETY FUN SPORT PERFORMANCE

Features

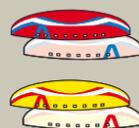


RRP 3.990,- EURO

JET FLAP biplace – LTF09: B | EN: B

The enjoyment of flying together safely was the top priority during the development of the tandem glider JOINT2. This begins with the simple and direct launch handling, continues over a vast range of speed thanks to the implementation of JET FLAPS and speed trimmers, and ends with safe landing performance, as well as a long product life thanks to the robust material selection.

>> Fast when required... The trimmer on the JOINT2 is extremely effective. The skywalk tandem: a guarantee for smiling pilots and passengers.



	XS	S	M	L	XL
Cells	49	49	49	49	49
Surface area flat in m ²	41,00	41,00	41,00	41,00	41,00
Wingspan in m	14,78	14,78	14,78	14,78	14,78
Aspect ratio	5,33	5,33	5,33	5,33	5,33
Glider weight in kg	9,4	9,4	9,4	9,4	9,4
Launch weight kg from - to	140-225	140-225	140-225	140-225	140-225
Tow certification	yes	yes	yes	yes	yes

Pilot Target Group

SAFETY FUN SPORT PERFORMANCE

Features



JOINT2





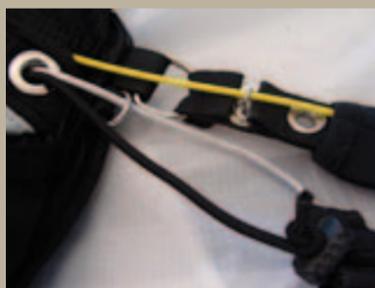
CULT

RRP 749,- EURO

cross over harness – LTF09 | max 120 kg

With an aspect ratio of 5,67, this 3-liner is distinguished by down-right good performance, paired with high passive safety thanks to JET FLAPS. Thus, it caters to high end - intermediate to zealous thermal junkies and advanced pilots with XC ambitions. Thanks to the high comfort factor, pilots under the CHILI2 can focus completely on flying and the search for the optimal route.

>> The Automatic Separation System prevents the rescue from tangling with the accelerator and leg stirrups.



	XS	S	M	L	XL
Height min in cm	-	-	160	170	180
Height max in cm	165	165	175	185	195
Seatboard - Width x Length in cm	34x30	36x32	38x34	40x36	42x38
Weight in kg	4,4	4,5	4,6	4,7	4,8

Pilot Target Group

High-function, high-tech allround harness for a wide pilot target group

Recommendation

optional: MI Side Protectors
Paragliding Backpack in size M



CULT

RRP 729,- EURO

lightweight harness – LTF09 | max 120 kg

Very light and very safe, right from the start. The new CULT-Compact has been tested according to the highest safety standards, LTF 09, and provides one hundred percent protection right from launch. Our new protector makes it possible: an innovative mixture of foam, air and rigid foil. Reversible function as backpack was purposely forgone in favor of considerable weight savings and an additional protector in the upper back area. The CULT-C is available with two leg-strap options: T-bar system or Get-up system.

>> When opened, the rigid foil provides added protection for the entire back.



	XS	S	M	L
Height min in cm	-	-	160	175
Height max in cm	165	175	185	185+
Seatboard - Width x Length in cm	34x34	36x34	38x36	40x36
Weight in kg	3,2	3,4	3,6	3,9

Pilot Target Group

High-function, high-tech allround harness for a wide pilot target group

Recommendation

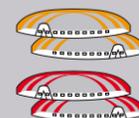
Paragliding Backpack in Size S

RRP 2.890,- EURO

JET FLAP motor & mountain-glider – LTF03: 1 | DULV

Flying for hours, fatigue-free, with or without motor. The MOJITO.HY+ is suited for all pilots who want to use one glider for motor-flight and free-flight. The high safety reserves are especially interesting for motorgliding novices. A wide variety of motors are certified for use with the MOJITO.HY+. Thus, pilots have an enormous choice of motors.

>> The upper connections are for motorised flight, the lower for mountain launches with simultaneous trimmer connection. That's hybrid!



	S	M	L	XL
Cells	39	39	39	39
Surface area flat in m ²	26,08	28,04	30,40	32,13
Wingspan in m	11,19	11,68	12,09	12,42
Aspect ratio	4,8	4,8	4,8	4,8
Glider weight in kg	5,6	6,1	6,5	6,9
Launch weight w/o motor LTF in kg from - to	75-95	90-110	105-125	115-140
Launch weight w/ motor DULV in kg from - to	75-120	90-140	105-160	115-180
Tow certification	yes	yes	yes	yes
LTF - w/ closed trimmers	1 (95kg)	1 (110kg)	1 (125kg)	1 (140kg)

Pilotenzielgruppe

SAFETY FUN SPORT PERFORMANCE

Features

2+2 JET FLAP



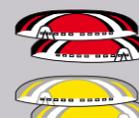
MOJITO.HY+

RRP 2.990,- EURO

JET FLAP motor & mountain-glider – LTF03: 1 | DULV

A fun machine with lively and direct handling: There is no doubt about it, the SCOTCH is the freerider of hybrid gliders. A glider that flies precisely and simply feels good in the hands – with or without thermals ... The SCOTCH is also certified for use with a wide variety of motors, simplifying the search for paraglider and motor. To sweeten the decision, the SCOTCH.HY is available in a new, fresh colour.

>> The upper connections are for motorised flight, the lower for mountain launches with simultaneous trimmer connection. That's hybrid!



	M	L
Cells	51	51
Surface area flat in m ²	27,50	30,40
Wingspan in m	12,01	12,57
Aspect ratio	5,2	5,2
Glider weight in kg	6,4	6,9
Launch weight w/o motor LTF in kg from - to	90-110	105-130
Launch weight w/ motor DULV in kg from - to	90-130	105-150
Tow certification	yes	yes
LTF - w/ closed trimmers	1-2 (110kg)	1-2 (130kg)

Pilot Target Group

SAFETY FUN SPORT PERFORMANCE

Features

2+2 JET FLAP



SCOTCH.HY



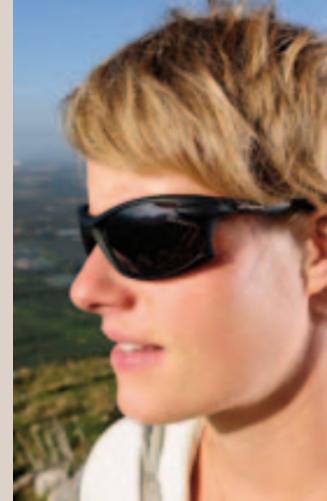
RRP Overall Complete **199,- EURO**

Two become one: Our **SYSTEM OVERALL** is a practical two-piece which can be quickly and easily converted into a one-piece with the zipper. You can also combine a jacket and pant of different sizes. Hood is removable. Sizes S – L.



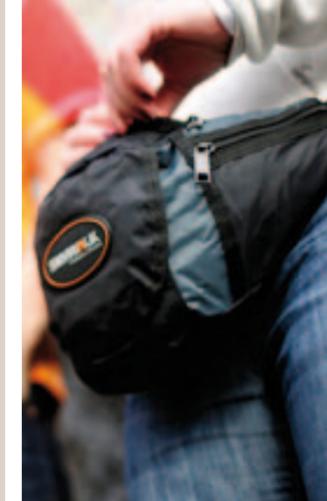
RRP **149,- EURO**

Light, wind- and waterproof: the **PACLITE JACKET**. Whether as a top layer to keep you toasty or as protection from wind and rain, the new jacket is extremely light, at 440 grams, and always worth having along. The hood can be integrated into the collar. Size XS – XXL.



RRP **69,- EURO**

Versatile: The **SEQUENCE** sunglass provides high wear comfort thanks to Grilamid frames with Soft Touch Coating and protects the eyes with UVA/B absorbent lenses according to CE Standard EN 1836.



RRP **14,90 EURO**

Trusty companion: The **HIP BAG** is comfortable to carry and provides ample space for all of the small but important things that you cannot do without. Thanks to flexible materials, this useful pilot companion is quick and easy to stow.



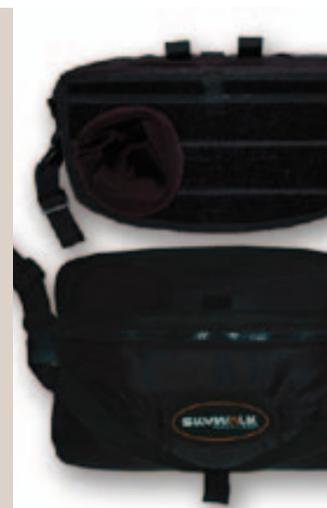
RRP **129,- EURO**

High quality workmanship and functional 3-Layer Technology make our softshell **TEAM JACKET** windproof, water-repellent and breathable. Zips under the arms provide good ventilation. Also available in blue. Size XS – XXL.



RRP **89,- EURO**

High-stretch material, slim-fitting and with two zippered side pockets: the softshell **VEST** is also the perfect match for sporty outfits or normal street wear. Size M – XL.



RRP **69,- EURO**

The **COCKPIT** is compatible with many different harnesses and offers angle-adjustable design with safety straps, generous opening for camera and cushioned outer shell for the protection of flight instruments in transport.



RRP size S **589,- EURO**
RRP size M **649,- EURO**
RRP size L **689,- EURO**

The rescue parachute completes the paragliding equipment. If everything goes wrong this is the second chance for the pilot. The **PEPPER 2 LIGHT** stands out with even lower weight and lightning-quick opening time. Furthermore, it impresses with a low sink speed of only 5,03 m/s (size M) with simultaneously high pendulum stability.



RRP **19,- EURO**

Perfect for every occasion. The gunmetal grey **CEREMONY SHIRT** made from 100-percent cotton with skywalk logo in ice-blue on the chest. Size XS – XXL.



RRP **29,- EURO**

Our navy blue **POLO SHIRT** with a trendy design is a versatile top, and thanks to 100 % cotton, very comfortable, too. Women's and Men's version. Size XS – XXL.

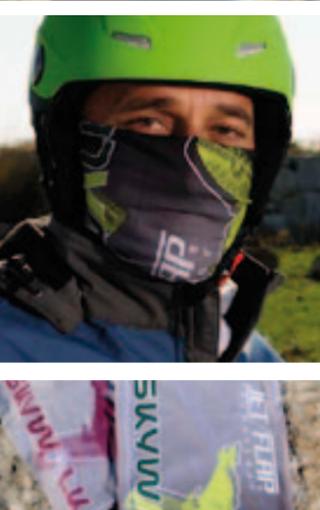


RRP **79,- EURO**

Cell upon cell, quickly and easily stowed: Our light, practical **SOFTBAG** helps pilots to pack the glider cell upon cell and provides additional glider protection. One size.

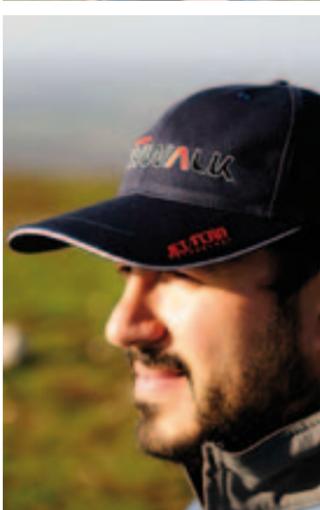
	S	M	L
Surface area flat in m ²	26,90	34,20	40,00
Weight with inner container in kg	1,3	1,6	1,9
Number of panels	20	20	20
Sink at respective authorized load in m/s	5,07	5,03	5,13
EN-certified max. load in kg	80	100	120
EN Certification	yes	yes	yes

Despite its low weight, the PEPPER2 LIGHT has almost 30 % more surface than comparable round canopies.



RRP **19,- EURO**

The **BANDANA** is a versatile, high-stretch multifunction cloth. Use it as a storm hood, neck warmer or hairband - the perfect pilot accessory. Now available in the new CAYENNE4 colors. One size.



RRP **19,- EURO**

Protection from the sun and a classy look: the navy blue **CAP** from 100 % cotton with inner sweat band made of 100 % Polyester helps pilots to keep a cool head. One size.



RRP **49,- EURO**

The optimal home storage solution: The **STORAGE BAG** with breathable mesh inserts and riser fastener option stores your glider loosely, saves space and preserves the cloth. Colors may vary.

You can find more information on skywalk and our products under: www.skywalk.info

We are always available for your questions or comments at: info@skywalk.info



FLYMASTER®



LIVE

FLYING LIVE

NAV

LEADING THE WAY

GPS

NAVIGATION MADE SIMPLE

VARIO

WON'T MISS A THERMAL