



SKYWALK

EMOTIONS

MAGALOG

2017

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

CULT MESCAL CHILI

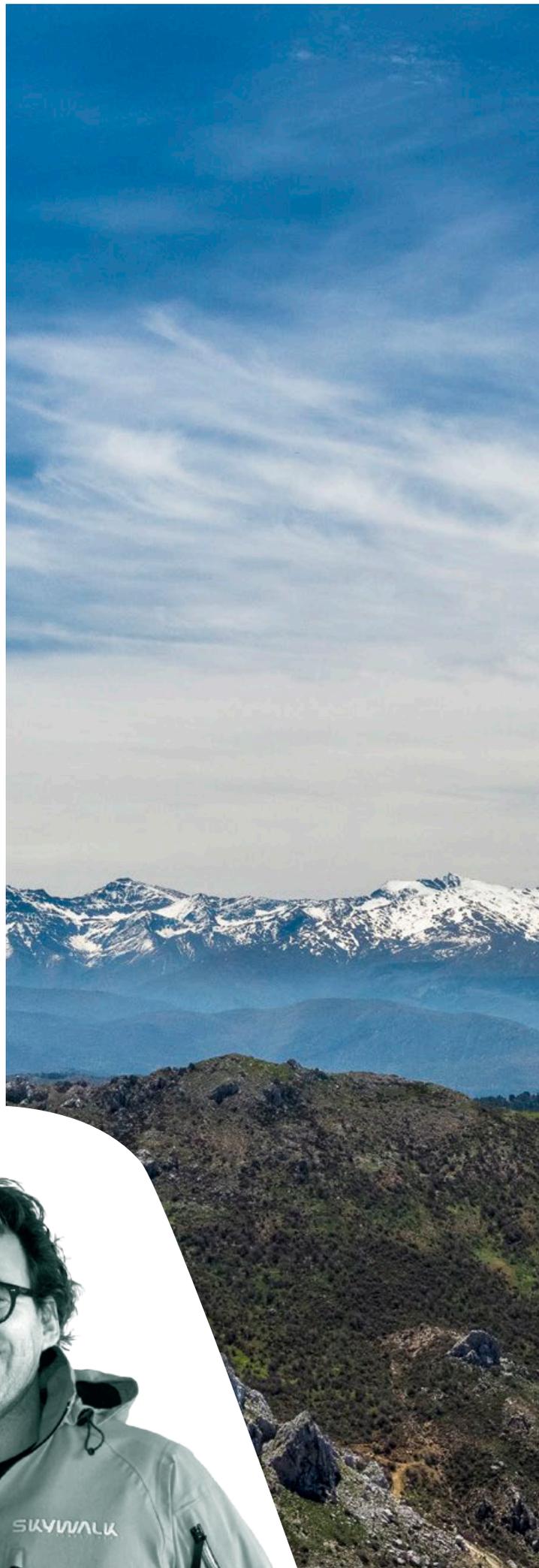
Freedom. Without borders.

When I started flying almost exactly 30 years ago, I had to drive across two international borders if I wanted to sniff the first spring thermals on the southern edge of the Alps. Today the borders are open in Europe and we can move freely in many countries of the world - and above all we are »free« to fly. We land where we want (or have to...). And even if some farmers are not so happy when we land in their fields, paragliders usually meet friendly, curious and helpful people even in the most remote valley.

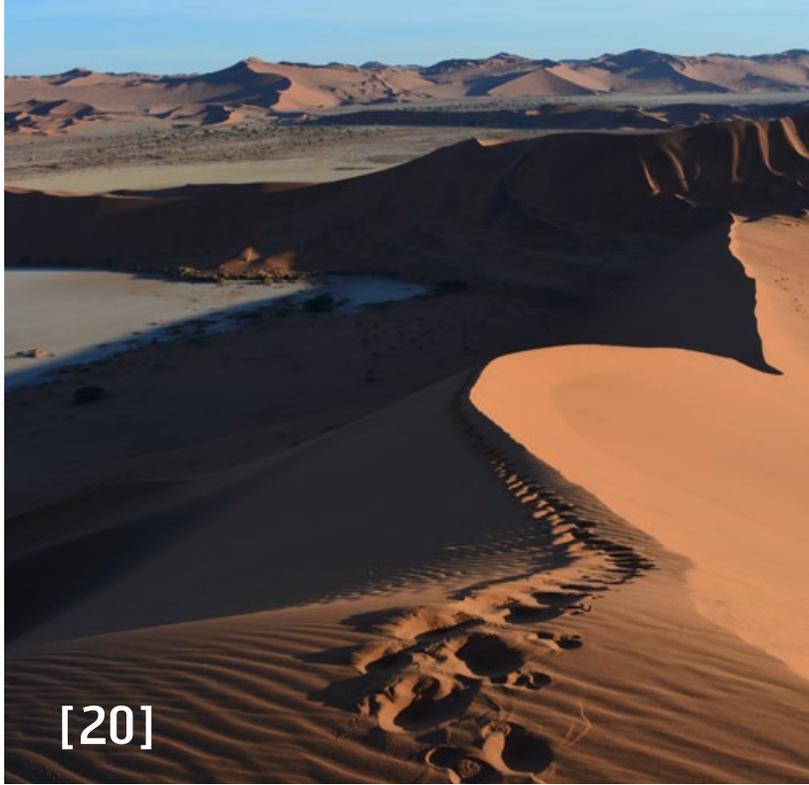
Paragliding connects people around the world. Travel, friendships and intense experiences in nature offer us glimpses of wonderful things that few people experience. Last year, our team pilots once again travelled to the most diverse places in the world – whether driven by the challenge of embarking on an adventure, serving science, or going on a spiritual journey. In our new Magalog we present their stories from four continents.

A look at the news is enough to see that it is not self-evident that we can move so freely. It is a privilege the way we experience the world. I wish all pilots a lot of borderless flights!

Arne Wehrlin







Cover photo



Glider: CHILI4
Spot: El Yelmo | Spanien
Fotographer : Tristan Shu
Pilot: Michi Schneider



INSIDE SKYWALK

[6]

skywalk Scene

Data, facts and rumors from the world of skywalk.

[12]

Finding strength in serenity. Alex Höllwarth is the mastermind behind skywalks paragliders. A visit with the mild-mannered man from Austria's Zillertal..

[14]

Fast Forward
skywalk Speed Control
skywalk's new Speed Control is revolutionizing fast gliding. How? Designer Stephan Gruber tells us the details.

ADVENTURE

[16]

In the Footsteps of the Dalai Lama
The Dhauladhar Mountains are the southernmost chain of the Himalayas. And a dreamland for bivouac pilots who want to explore the world of the 8000 meter peaks.

[20]

Old Borders and New Horizons
It's been 25 years since a professional expedition last aimed to set new records in Namibia. Armin Harich headed off to southern Africa with some of the best German flatland pilots.

[28]

#flytofly - The Call of the Wild
Alaska = adventure. skywalk ambassador Paul Guschlbauer traveled as a bush pilot in the footsteps of Jack London.

[32]

Cielo y Tierra
Colombia is a fascinating country. Marja Seidel and Kira Bühlhoff crossed it by horse and paraglider - and with a telescope.

[28]

PRODUCTS

[38]

skywalk Paragliders 2017
Novice gliders, XC machines, mini-wings and ultra-lightweight gliders for extreme challenges.

[46]

skywalk Harnesses 2017
Finding the right harness is just as important as your glider selection. With the CULT4, the reversible harness FLEX and our super-light XC harness RANGE AIR, skywalk fulfills practically every wish.

[50]

skywalk Accessories
Useful and stylish items for flying sports.



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The countdown is running!

skywalk has been the exclusive paragliding sponsor of the Red Bull X-Alps since 2015. The commitment to the toughest adventure race in the world is more than pure support, because the experience gained flows directly into the development of lightweight products Made in Bavaria. In 2017, several skywalk pilots will join the race. The two Austrian veterans Stephan Gruber and Paul Guschlbauer are back again. We are particularly pleased with the decision of the Austrian rookie Simon Oberrauner, as well as the triple X-Alps finisher Ferdinand van Schelven from the Netherlands to fly for skywalk. We wish our athletes success!



Paul Guschlbauer



Stephan Gruber



Simon Oberrauner



Ferdinand v. Schelven



New Personal Best!

Burkhard Martens is always good for a record. On his second flight with the new CHILI4, he set a new personal best, flying 411 kilometers on November 3, 2016. Almost exactly three years ago he flew 397 kilometers – back then a personal best and a German record, but barely missing the 400-kilometer mark. So you can imagine how happy »Burki« was when he realized this dream at the beginning of November 2016! Both flights originated in Quixadá, Brazil's XC-Mecca. Burki's short comment on the brand new CHILI4, which really was only his second flight with the new wing: »A great glider! It immediately gives you a huge feeling of confidence. What more do you need?«

Brazilian pilot Fabio Stallivieri made another record flight in Quixada three weeks earlier, piloting his CAYENNE5 430 kilometers.

We congratulate both pilots on their new personal best performances!



Maxime Pinot Wins the St. HilAir Tour 2016

At the site where the craziest pilots normally meet in the autumn to fly the wildest flying machines, an exciting and high-profile hike & fly competition took place in summer 2016. The French junior World Cup competitor Maxime Pinot won the race flying our new POISON X-ALPS serial comp wing, which demonstrated its full capabilities during the race. Two more POISON X-ALPS pilots placed in the top 10, ensuring an overall successful competition for skywalk. Congratulations to our pilots!



Photo: Philippe Broders

TONKA2 rocks the Red Bull Dolomitenmann

The TONKA2 has established itself as the winning glider at the world's toughest team competition in the outdoor scene.

All of the top ten athletes flew our miniwing, which in 2015 claimed eight of the top ten spots just a week after its introduction.

Hattrick in the Austrian League

Stephan Gruber, Stefan Brandlehner and Thomas Walder (from left to right) placed 1, 2 and 3 in the sports class. What a fantastic result! All three flew our POISON X-ALPS comp wing in the 2016 season.

www.paragleiter.org



Ready for the Big Screen

Peter Siller is not just an excellent pilot. In 2016 he also scored a clear victory in the sport class of the Italian XC competition with three huge triangles on the CAYENNE and the SPICE.

Oh yes, and he's also a great cameraman. In an impressive film, Peter documented a special kind of test flight with the POISON X-ALPS.



Rescuer in Red

Collapses, stalls and spirals: What looks to hikers like an uncontrolled crash is routine for skywalk test pilots.

Nevertheless the mountain rescue service in Achantal is on high alert when a paraglider »crashes«. With a donation of jackets from the skywalk-Salewa collection, Arne Wehrin thanked the men for their professional cooperation. One result of the cooperation is the »SAR« in the new CULT.



Repeat Offender

After victories in 2014 and 2015, team pilot Damien Lestampe won the 2016 Argentina XC for the third time in a row in the **OPEN CLASS** with our basic intermediate TEQUILA4.

Keep it up, Damien!





Getting to the Point

After four events with a total of 17 (!) rounds, the Accuracy World Cup 2016 in Taiwan ended on August 12th. Thanks to his consistent performance, the overall winner was skywalk team pilot Goran Djurkovic. The friendly Serb prevailed over 200 other competitors.

With the overall victory in the bag, Goran was also about to secure victory at the super finals in China - what a performance ...

From Coast to Coast – X-Pyr 2016

The X-Pyr is the Spanish version of the Red Bull X-Alps. The rules are simple: athletes cross the Pyrenees from the Atlantic Ocean to the Mediterranean Sea as fast as possible. In 2016, skywalk team pilots Adrian Keller and Ivan Colás participated. Adrian achieved an excellent 7th rank in his debut and kept a diary about his experiences.



Freestyle Adventurer

Acro world champion Francois Ragolski is famous worldwide for his crazy »Don't try this at home« movies. But did you know that Francois is also an excellent adventurer? In his outdoor activities, Francois flies the X-ALPS 2 and the RANGE X-ALPS. And because the Frenchman is a safety fanatic, he subjected the equipment to some tests ...



Classic at the Zwiesel Alm

The »Grazimann« multi-discipline race has long been a classic. At the Zwiesel Alm near Bad Reichenhall in Germany, athletes compete in the disciplines mountain biking, mountain running and paragliding. One challenge is the flying task because the 4.8 kilometer gliding distance is subject to the influence of the valley breeze. You have to find just the right balance of glide ratio and speed. Dietmar Siglbauer won with the best time of only 6.13 minutes and was delighted by the excellent characteristics of his TONKA2.



The Skies Over Berlin

The north of Germany is flat. The »Altes Lager«, a former military airfield located just outside the gates of Berlin, is one of the most frequented hang gliding and paragliding sites in the country.



Altes Lager



For 120 years the history of the site was written by the military, first as a barracks, then as an airship base, followed by a military airfield, and lastly as a Soviet airbase. But in the hangars where Cold War-era MIG bomber once stood, today you'll only see light aircraft parked. Since 1996, the site has been used only for peaceful purposes. The Hang Gliding Club Berlin has even managed to purchase land and hangars from the former military airfield, so that it now owns a large part of the property - a unique experience when you think how stubbornly many clubs have to fight for their flying sites. The »DCB« was even able to arrange for special rules for the busy airspace around Berlin. Although there is no real mountain far and wide, it's not surprising that the Altes Lager is one of the most important sites for flying sports in Germany. In 2014, the club recorded over 3,000 tow launches.

Ice Age and XC Records

The Altes Lager is about an hour's drive south of Berlin on the western end of the Fläming Heath. During the Ice Age, the mountain ridge stretched over 100 kilometers in a southeastern direction through the state of Brandenburg. Its highest elevation, the 200-meter-high Hagelberg, is hardly a reason for alpinists to raise an eyebrow. However, the quality and strength of the thermals is as good as in the Swiss Alps, with the result that Berlin-based glider pilots have pushed their best performance up to 234 kilometers open track. At 177 kilometers, the largest FAI triangle from Altes Lager is the standing German flatland record. As the gateway to the »German Flatlands«, the DCB attracts top pilots from abroad to Brandenburg every summer. For the ten-year anniversary in 2016, 66 paraglider pilots flew two tasks of up to 76 kilometers in four days under tricky flatland conditions - a logistical masterpiece in which six winches were in operation simultaneously. From July 31 to August 5, 2017, Berlin's skies will once again be filled with new and old friends at the 11th Flatlands competition...



[Online registration](#)





No siesta en españa

Andalucía is one of the most exotic areas you can travel by paraglider. From relaxing coastal soaring on the Mediterranean Sea to high-alpine flights over 3000-meter-high mountains. Michi Schneider flies over the endless hillsides of Zújar.

Finding **STRE**

As a youngster, Alex Höllwarth was a talented



NGTH in Serenity

freestyler - today, the quiet Austrian is one of the most highly respected paraglider designers in the world.

When Alex Höllwarth started flying, he was much too young. At least in his parents' opinion. To avoid exhaustive discussions, Alex decided against flying - and instead for ground handling. His father, a native of Austria's Zillertal, didn't have much to say about it. After all, »flying« with the glider on the ground was not forbidden.

Alex quickly perfected his feeling for gliders. As a 12-year-old, his steady hand was the envy of plenty of »real men«. At 16, he was finally able to officially earn the long-awaited license to fly. Challenges for the student pilot: money - and his low body weight. Paragliding is an expensive hobby for a teenager and as a light weight, it wasn't easy in the late 1990s to find a glider with fun factor. The fact that Europe's largest aviation magazine »Fly and Glide« at that time was testing paragliders and accessories in Alex' home region was like winning a ticket to Disneyworld for the young man. Almost weekly, cartons with the newest »toys« from well-known and less well-known paraglider manufacturers arrived for Hannes Schmalzl and Andi Pfister, who were glad to have a light-weight pilot in Alex. He flew the smaller models straight up or loaded it with ballast to pass judgment on the S and M sizes. »It was a great time,« the 34-year-old recalls. »The Rodriguez brothers had just invented the SAT, and when I wasn't testing wings for magazines, I was able to fly all sorts of great maneuvers with the gliders.« Having the chance to fly so many different models, Alex quickly learned all there was to know about paragliders, the individual product categories, and characteristics of the

various manufacturers. To test extreme flight maneuvers, he flew mostly at the nearby Achensee (Lake Achen) - test grounds of many large paraglider brands. It wasn't long before skywalk began to notice Alex's talent. Alex's low weight once again turned out to be his ticket - this time to the world of professional test pilots. In 2002, skywalk co-founder Jürgen Kraus took Alex under his wing and taught him how changes in glider design and trim affect flight behavior. Working with design legend Hannes Papesh, Alex later gained in-depth insight into computer-aided design.

At the beginning of the 21st century, Alex's life revolves around paragliding. He can finally earn a living from his former hobby. In 2011 skywalk gives him the chance to join the development team. In no time the gliders begin to bear his signature. »The first glider developed by me was LX 26, an early prototype of the CHILI3. Flying it was really something special.« Alex quickly rises to become the sole responsible designer at skywalk. The signature of the former freestyler has a decisive influence on the gliders, especially in handling. But this shouldn't be misunderstood: »Good handling in an acro-wing means it turns willingly, quickly builds up bank angle, and converts the energy into climb. But this kind of handling is not efficient so it can't be transferred to a serial

glider!« Alex's gliders are considered to be climbing wonders with balanced handling, a high level of flyable performance, and no quirks. »skywalk gliders have always been great climbers, but they were considered sluggish. I don't think you can say that about them anymore!« quips the taciturn Tyrolian.

Milestones of his work are the sports class glider CAYENNE4, the entry-level MESCAL4, and the high-end intermediate CHILI3. The fact that skywalk today is regarded as a leading manufacturer of lightweight equipment is also a result of Alex's ability and flair to combine modern materials into an optimal synthesis. »For me, the possibilities of lightweight construction are one of the most fascinating facets of paraglider development,« he gushes. So what is Alex's ideal glider?

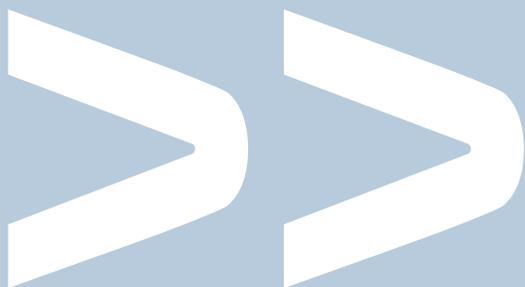
»A simple concept with few cells, lots of performance, very low weight, and very robust.« ▲

The future is going to get exciting...



Fast for war

High-Speed Gliding with Speed Control



Flying in turbulent air on speed bar at 50 km/h? That would have been unthinkable a few years ago. skywalk's new Speed Control system allows effective control of a three-line glider in turbulence at high speed via the C-risers.



The Red Bull X-ALPS 2015 was an endurance test for man and material. Only pilots who were physically extremely well prepared and who flew a well-balanced paraglider managed to reach the podium at the end of the 1000-kilometer race. For skywalk, the challenging outdoor competition was a perfect opportunity to put its new serial comp wing POISON X-ALPS to the test under the most demanding XC conditions. For the later EN-D certification, it was only necessary to make a few minor adjustments to the concept that boasts a 7.0 aspect ratio, 80 cells and three line levels. An important feature of the POISON X-ALPS is »Speed Control«, which allows you to fly through turbulence by steering with the rear risers without letting up on the speed bar and sacrificing performance..

World Cup as a Role Model

The model for Speed Control is the two-line gliders known from paragliding competitions. With two-liners, most of the pilot weight is supported by the A-level. If the pilot accelerates, the trailing edge rises, but the profile remains unchanged. In turbulence, the pilot can

r d . . .

prevent the wing from surging forward by pulling on the rear risers rather than the brakes. In this case as well, the profile also does not change - only the angle of attack. »This is a tremendous advantage and the reason why you can fly a two-liner so efficiently at high speed through turbulence,« says skywalk developer Stephan Gruber, who has flown two-liners in the World Cup for many years.

Complex Implementation

With a three-liner, the implementation is more complex because an additional axis must be considered in the design. »It is not enough simply to put a handle on the rear riser to counteract pitch movements in turbulence«, says Stephan Gruber with a critical eye on other designs in the market. »skywalk's Speed Control is not just a riser concept. In the development of the POISON X-ALPS, we have consistently coordinated all the necessary parameters such as the profile, the line attachment points, the risers and the speed system from the outset.« The profile of the POISON X-ALPS allows the A-lines to be placed further back, which significantly increases pitch stability. »That makes the wing less fidgety in the air and give it a high collapse resistance. The leading edge is still perfect,« explains Stephan Gruber. The attachment points for the B and C lines were selected accordingly.

At the B and C risers, a sophisticated pulley system ensures that the profile doesn't deform like with a two-liner on

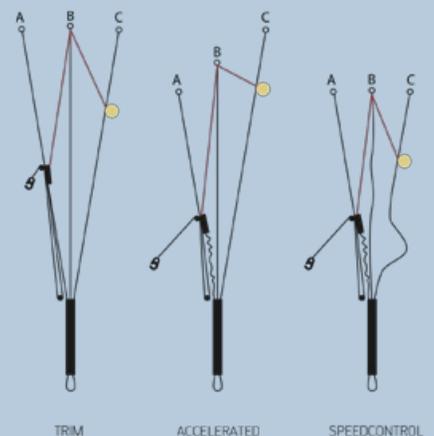
full bar. The pilot can prevent surges in turbulence with the ergonomic wooden handles on the C-risers. This also works on just one side when the pilot compensates for a side collapse. »The distances between A, B and C always remain the same when the wing surges, no matter how far the pilot pulls on the C-risers,« explains Stephan Gruber. To prevent stalling the glider accidentally, skywalk has built a hard stop into the system. If the pilot flies full throttle and the wing surges, the risers assume a trim speed position when the pilot maxes out the C-risers.

Intuitive Operation

It's no longer just World Cup pilots who use the speed bar intensively to make fine angle-of-attack corrections. With the right amount of sensitivity, experienced pilots quickly get used to controlling their glider with Speed Control. »What's new is that you can make tiny control inputs with the rear risers while staying on bar,« says Stephan Gruber. »This requires some rethinking.« It is important that the pilot consequently decides to steer the glider with the rear risers while flying on bar. If you chicken out in turbulence and switch from Speed Control to the brakes when the wing surges, you have to go out of the speed system, otherwise you're risking an extensive collapse. ⚠



>> *Flying with Speed Control is the same at half- and full-bar. A hard stop prevents you from pulling the wooden handles too far and inadvertently stalling your glider.*



>> *Fly like it's a two-liner!*

An ingenious riser design ensures that the distance between A and B and C stays the same when the pilot pulls on the wooden handles in turbulence.



In the Footsteps



of the Dalai Lama

The Dhauladhar mountains in northern India are the southernmost range of the Himalayas.

The terrain is a dream for bivouac pilots who want to explore the world of 8000 meter peaks without organizing an elaborate expedition. Himalaya specialist Manuel Längle guides us through a three-day tour.

Text and Photos by Manuel Längle

I love this village! The people in Bir have a heart, they are friendly, peaceful and accept you exactly as you are, no matter where you come from. The people are the most important reason why I have been traveling to the north of India for over ten years. The other reason is the mountains. The Dhauladhar range offers some of the finest flying conditions - and even more important for me: ideal possibilities to top land, camp and launch. The mountains offer huge terrain for bivouacs and, in good conditions, are an ideal springboard to the even higher mountains of the Himalayas.

From Bir to the Dalai Lama

At the end of October 2015, the World Cup circus visits »my« idyll – good enough reason for me to avoid the hustle and bustle and instead to set out on a trip into the solitude of the Himalayas. For the first day's goal I choose McLeod Ganj, the headquarters of the 14th Dalai Lama. A magical place where I plan to meet my





wife and spend a few days enjoying yoga, meditation and good food. Fifty kilometers is not a long distance for the best of the best in the World Cup circus, but for a »vol bivouac« leg, it's a decent distance. Together with a pilot from Salzburg who I'm guiding by radio on his first Himalayan trip, I make my way from the foothills to the high peaks of the Dhauladhar range. The 4750 meter cloud base allows us to glide comfortably and stress-free to Mcleod Ganj and safely land at 2400 meters at the »Magic View Cafe« above the village.

After two relaxing days, I set course for the high Bara Bhangal Valley, where the Himalayan legends John Silvester, Jim Mallinson, Eddie Colfox and my brother Mike are also headed. They have launched from other sites and meeting them there would be a great experience! I take off full of confidence at the Magic View Café, but against expectations, the 3500 meter cloud base is not high enough to tackle the project. I am stuck firmly under a high cloud. At about three o'clock in the afternoon I give up and land with an apple and half a liter of water at 3200 meters. The mountain slopes are dotted with burrows - supposedly a clear indication of the bear population living here. The small black bears live below 3000m, while above them is the habitat of the brown bears. In the hope that the bears will not track me, I choose a place for the tent near a large rock. Wrapped in my good down sleeping bag and my ARRIBA, I enjoy the phenomenal sunset and make myself comfort-

able until the morning sun has thawed and warmed the frost-covered tent. The apple and the water are enough for food - the Himalaya gives you so much power that you can actually endure without eating and drinking.

Among Vultures

Do I make another attempt? Or head back to Bir? The many vultures show me the way. This time I am satisfied. The weather conditions are not good enough to make a large tour through the icebergs of the Himalayas. Arriving back in Bir and still high on thin air, I once again feel how incredibly grateful we can be to lead such an eventful life of exploring the world by paraglider! ▲



>> Learn from the experts. The vultures playfully thermal right past me..

>> Springboard to the high mountains: From Bir, experienced bivouac pilots can reach the 8000 meter peaks of the Himalayas.





>> Fly, land, camp and re-launch:
The southernmost range of the Himalayas
is ideal terrain for bivouacs - including
unforgettable sunsets at over 3000 meters...



>> While he didn't reach his planned goal, he sure
had a lot of fun - for a time as part of a trio. Himalaya expert
Manuel Längle would love to take all his friends on
a big bivouac tour!



» Remember that sometimes not getting
what you want is a wonderful stroke of luck.«



Old Borders

It's been 25 years since the last professional expedition chased records in Namibia. Armin Harich, one of the best flatlands pilots in Germany, traveled to the country in south-west Africa to push his limits

and seek new horizons.

Text: Markus Henninger
Photos: Markus Henninger, Armin Harich,
Burkhard Martens, Ralph Schlöffel

and New Horizons



>> Towing in over 50°C heat and

cloud bases of over 5000 meters:
Whoever wants to fly far in Namibia
must cope with heat
and thin air.



A cold and damp November day. My breathing is quiet and even. I'm lying on the couch in my living room in front of a warm fireplace. The quiet is occasionally interrupted by repeater short blasts of air...

I'm practicing »Basis in Namibia«. My newly purchased, handy 0.8 liter steel oxygen bottle is lying on the floor and I'm breathing the expensive oxygen through tubes in my nostrils before I have to completely empty the two kilogram bottle for transport by airplane. The cloud base in Namibia is often 5000 meters or more, and this is what I'm preparing for.

In my attic I find an old paragliding magazine. In a report from 1991 I read: '...Flying in Namibia is not recommended for private pilots. The thermal conditions are often brutal, the untracked dessert requires a lot of navigation experience, retrieving pilots is a big problem, and the climate is anything but relaxing. In short: dessert flying in Namibia is not only unpleasant for 99% of all pilots, it's also life-threatening!'

The countdown to skywalk's Namibia XC Expedition is running. But do I really want to go? It's been more than 20 since a paragliding expedition systematically tried to fly XC into Namibia's uninhabited vastness.

Land of Fences

On December 3, our six-person team arrives at the Kalahari Anib Lodge after a ten-hour flight and a long drive from Windhoek to Mariental. It's time to get going. Topmeteo has

been forecasting top conditions for days, exactly as we had hoped. Our goal: to break as many existing German and world records as possible. On the agenda are fly to goal, altitude gain and FAI triangles.

We're especially curious about the potential for triangles made possible by high-altitude winds that change direction during the day. Our towing site is located along a gravel road a few kilometers from the Kalahari Anib Lodge and boasts lots of thermals. By late morning the thermals are already reaching up to 3500 meters. Supported by the ground crew, Sonja tows us long enough until we can release directly in a thermal. The conditions are fantastic. Burki manages to double the 100-km task with a goal-back flight over a distance of 204 km. What a great start!

Euphoric Start

Namibia quickly turns out to be a country of countless towing sites. Nearly every unpaved road is suitable for towing. There's only one problem: all the roads are lined by continuous pasture fences. Millions

of fence-kilometers, some taller than a human, crisscross the country and make it impossible to retrieve pilots outside of official roads. All of Namibia is fenced in, including the desert sand.

Spurred on by Burki's performance, the next day we set a 230-km goal-back task – about 30 kilometers more than the standing German record that Burki set in Kenya in 2011. After the tow we quickly reach cloud base and use cloud thermals to work our way westward. Perfect! This is exactly what Topmeteo-boss Bernd Goretzki prophe-sized. The first flight segment goes by easily, but the way back is suddenly blocked by overdevelopments. Too bad. We must land early because the task is now impossible to complete. Despite this, on this day Armin and Ralph reach a cloud base of 5,232 meters. The altitude gain of 3,847m is a new German record! Armin has an especially cool experience: at an altitude of 300 meters he enters a dust devil and thermals up with 100 plastic bags sucked up by the updraft. Later he tells the team how gentle the thermal was. Ralph, who by now is already standing on the ground, takes a different view. His glider got thrashed by a dusty.



>> »Ground Control to Major Tom«

The cloud bases in Namibia are often gigantic. It's incredible how low saves are often possible from an extremely low altitude.



>> Land of the tow sites:
nearly every road and every path
is suitable. But caution is advised:
retrieval is difficult because most farms
are completely fenced in..





>> T-shirt weather. On the days that the weather wasn't suitable for record flights, the pilots hunted photos instead.

On December 6, St. Nicolas Day, no large tasks can be flown. Instead, we go for a realistic record flight. And once again it's Ralph who draws the joker. He flies a pre-defined 25 kilometer FAI triangle with an average speed of 30.92 km/h – his second German record!

Cobras and Puff Adders

In the meantime, word of our activities has spread. When we show up at the tow site on St. Nicolas Day, Farmer Hartmut is waiting for us with a few of his workers. He wants to have a look at the tow site and tells us a bit about the flora and fauna in the area. He warns us specifically about snakes. The poison from the bite of a yellow cobra can kill as many as six people. The puff adder, well camouflaged and difficult to spot, attacks humans from behind. The victim has just ten minutes to cut open the wound with a knife, suck out the poison, and then bind the thigh with a belt. We suddenly find ourselves studying the calves of the locals. Every recovery of the tow rope from the bush is a test of courage...

Wagas instead of XC

The forecast for the interior of the country and in Mariental in the next few days is for very unstable weather with thunderstorms, so we decide to shift our activities by a three-hour westerly drive toward the ocean and to desert in Namib-Naukluft National Park. It would be a dream to fly all the way to these dunes. Oliver manages to make it pretty far on his first attempt, but lands out of a respect for an approaching dust front that is several hundred meters high. The strong gusts that follow confirm his suspicion.



>> Mariental airfield: Basecamp of skywalk expedition with the chance to fill oxygen bottles.

>> Curious: Our pilots were regularly surrounded by locals. Ralph shows an aerial photo on his iPhone.

The next day we take off at exactly the line between unstable air stratification in the upcountry and the area between the coast and the edge of the desert that is kept clear by the onshore breeze. An epic flight awaits us with once-in-a-lifetime views along the front line. Right before it becomes unpleasant, we land at the entrance to the park with our unforgettable impressions and photos. Ralph even makes it to the luxurious Sossus Dune Lodge, our next destination. Unfortunately, flying is now banned on the famous Dune 45 (the name refers to the 45-kilometer drive to get there), but it's equally

as nice on the edge of the beige-colored Sossusvlei clay pan. We enjoy a beautiful evening with unforgettable color displays and a huge star-studded sky.

Flying into the Blue

In Mariental, the weather forecast had improved in the meantime. Blue thermals are forecasted for the final week of our expedition. Bad news: thermals are not easy to find. Good news: we don't need to escape from huge, expanding cumulus clouds. Unfortunately, the wind prognosis is not right for closed tasks.

On December 12 we launch with a WSW wind and fly toward Botswana. While planning the task, we have to make compromises to reconcile wind direction with road locations. Flying into Botswana is not recommended for reasons of air rights. Ralph, who recorded a 220 kilometer one-way flight that day, later reported that there are other good reasons. In Botswana there are no fences and the terrain is densely wooded. The last road ends at the border,

and after that is nothing. Plus, lions are said to roam there. Botswana supposedly has great thermals and the cloud base is often 1000 meters higher. Good sailplane pilots fly their gliders from Namibia in the morning over 200 kilometers to the east into Botswanan airspace to extend their tasks. Ralph reported convergence thermals along the last 30 kilometers in which he hardly had to make a turn.

With a Northwest Wind to Botswana

The next day we have the luxury to head out cross-country in a group of four right from a thermal at the tow site. With a NW wind, we once again head toward Botswana, below us an uninhabited sandbox. Red sand, bushes and salt pans as far as the eye



>> Sandbox for big boys:

the duns in Namib-Naukluft National Park.



>> Car jack »African Style« ...



>> Armin Harich, Oliver Teubert, Burkhard Martens, Markus Hennige and Ralph Schöffel, with retrieval team member Sonja Zeyfang and the ground crew..

can see. Contrary to the prognosis that forecasted a shift in wind direction to west during the day, it continues to blow from NW. To stick to the planned route, we have to fly laterally to the wind after kilometer 70. That means entering thermals on the lee side, which increases the risk of bombing out. It's not long because I mercilessly get washed out near the only town. As I approach the site where I chose to land, a huge cloud of dust arises from a nearby football pitch. I know what's about to happen. A horde of kids wants to marvel at the »alien«. I have a tough time keeping my equipment together and a some point a stabilo line gives way to the kids' load test.

Oliver and Armin have mastered the difficult phase of the flight and are now flying with the wind at their backs. We follow them in the retrieval car along endless gravel roads in terrain that slowly gets hillier and less drivable the closer we get to Botswana. The two send messages from the air via WhatsApp. Armin lands on Farmer Matthijs' property after 203 kilometers, and Olli makes it 30 kilometers more, posting a photo of the border crossing.

Gone in a Flash ...

The two weeks in Namibia were full of vivid impressions and unforgettable experiences. Only three days were unflyable. The first flying day showed us that the theoretical 300 km FAI triangle is feasible in optimal weather conditions. Mariental was just the right place for our first Namibia expedition thanks to its »city-like« infrastructure and airport.

But if a triangle task isn't planned well – either too large or too small – then, in the case of an out landing, the untracked expanses between Mariental and Malta-hohe mean a long death march back or an overnight stay in the outback.

One more thing: we agree only partly with the conclusion of that paragliding magazine editor back in 1991. XC paragliding in Namibia is a wonderful experi-

ence for seasoned paraglider pilots who are solid in tow launching, can handle strong thermals, and master fast descent techniques. But the 50°C heat, the necessary logistical ground support, the poor infrastructure and the inadequate medical care will ensure that an unlimited Namibia hype doesn't break out in the foreseeable future... 



More info:
www.facebook.com/xcexpedition/
xcexpedition.skywalk.info/





#flytofly



The Call of

Probably anyone who has read Jack London's books has this vision of Alaska: a country in which cold, wilderness and loneliness set the rhythm of its few inhabitants. The adventurer Paul Guschlbauer decided to find out for himself.

Ever since earning my pilot's license two years ago, I've been looking for a challenge to improve my skills. When by chance I met one of the most experienced bush pilots in Alaska, I was immediately fascinated. His stories became my inspiration.

In Alaska you don't really fly for fun. Airplanes are something like life insurance. Bush pilots supply people in remote areas with goods of all kinds. My first conversation with Ken was relaxed and un-



the Wild

complicated. Eventually, I asked him if I could visit him to learn the art of safe landing and taking off far away from civilization. My decision is clear: I want to be a bush pilot. Naturally, I also want to get to know the country, its vastness and countless mountains.

Ken agrees. I even get the impression that he is a bit fascinated by my idea. Apparently, there are not too many pilots who are interested in embarking on such an adventure ...

Ken invites me to stay with his family while he teaches me the most important things - until I've learned enough to head out alone with my plane and paraglider to discover Alaska. There is only one small problem to solve: No one is willing to rent out his plane for such a story ...

April 2016

With a travel bag and some clothes, two paragliders, a pair of skis and a warm sleeping bag, I arrive in Anchorage. Be-

fore I can head out to the outback, I spend a night in the largest city in Alaska to have my European license recognized by the American authorities. Luckily everything happens fast. While the Federal Aviation Administration official puzzles over my log book with the sum of just 110 flight hours, I enthusiastically tell him about my plans.

At twelve o'clock on the dot I meet Ken MacDonald in the lobby of my cheap hotel. When I see him, I have to grin: my idea



of Alaska bush pilots agrees one hundred percent with reality. Ken is a skinny man with Carhart trousers and a Primaloft jacket that has been patched in at least five places. His hands are freshly washed, yet still seem to be smeared with oil. What I don't realize yet: I will soon look the same ...

As a rule, Ken picks up his visitors at the airport by plane. But because he hates the city just as much as driving, he has chosen the lesser evil. He came by car to take care of the monthly shopping.

After two hours drive we arrive at Ken's ranch where he lives with his wife and two children. It stands on a huge piece of property that you reach when you leave the main road and follow a gravel road for half an hour. A few meters from the beautiful main house is a hangar, and next to that a large meadow surrounded by tall trees – Ken's own strip. »If I can manage to safely take off and land here, I've reached all my goals,« I respectfully ponder. There are planes in every corner of the hangar. Piper Super Cubs with huge balloon tires. The ultimate bush planes, they're not fazed by big stones and large potholes, and you can land them almost

>> *Bizarre landscapes: steppe, glaciers and huge high valleys. Seldom have paragliders flown around mountains like these.*



»fly to fly«

Probably no other place offers the freedom to live this dream as intensively as Alaska.

With a bush airplane with huge balloon tires you can land almost everywhere and paraglide from nameless mountains.

anywhere. I can hardly believe it: Mine is parked right over there. She is purple-white, almost 60 years old and still in great shape. Ken gave me a great plane despite my shoestring budget!

July 2016

For nearly four months I've been living in Ken's hangar. A mattress on top of an old carpet in the rearmost corner marks my territory, with Ken's helicopters and his Super Cub right next to me. I could not imagine a better place for my Alaskan base camp! Ken was a brilliant teacher. Over three days he patiently showed me how to maintain my Cub to make it legally operational. In aviation that's called the »annual inspection«. After that, we flew together for two days, then he said, »Now practice alone.« After a week, landing on Ken's strip felt like parking my car in my underground garage ...

In my own Super Cub I have now logged 350 hours and have landed in places that few people have ever seen. With my paraglider I have flown from mountains from which probably no other person will ever take off because the effort is simply too great.

Back in Austria

Alaska is an incredible place. You get the impression that trees grow more slowly and wounds take longer to heal. At the same time, Alaska teaches you to trust your abilities and instincts and to develop them further to survive in the wild. Now I understand what attracted so many gold-diggers here hundred years ago. Not just the hope of getting rich, but also the call of the wild and the quest for indescribable freedom! ▲



>> Loves adventure: skywalk team pilot Paul Guschlbauer travels around the world to discover new territory and push his boundaries.

Must see!

Paul has put together a remarkable video with breath-taking sequences.



More pictures and information at www.paulguschlbauer.at

or Paul's Facebook profile



Between

Traveling through Colombia



Heaven

by Paraglider

and Earth

and on Horseback

It is not advisable to visit the border regions of Colombia and all regions affected by the drug economy.

The two scientists Kira Bühlhoff and Marja Seidel were not deterred by the dissuasive travel advisory of the German Foreign Office as they embarked in the spring of 2016 on an extraordinary expedition to the northernmost country of South America.

Text und Photos: Marja Seidel, Kira Bühlhoff



Colombia is a fascinating country with exceptional people and an extraordinary nature. A sad fact is the economic and social divide between urban and rural areas. Subsidy programs do not reach the remote regions. Many children leave school too early and slip into the drug scene.

The young German scientists Marja Seidel and Kira Bülhoff set out to draw the attention of the people in Colombia and abroad to this unfortunate situation with an unusual project. In particular, they wanted to inspire the children of Colombia to never stop discovering and learning new things. Because the astrophysicist and the biologist are enthusiastic paraglider pilots, they called their project »cieloytierra« - heaven and earth. Horses are an important part of the culture of Colombia and the Andes provide excellent conditions for flying.

During the two-month expedition, Marja and Kira conducted astrological observations and small experiments with children in schools, at clubs, or simply in the middle of village squares. On their 1000 kilometer trip from Bucaramanga to Cali, they traveled through the most remote regions of Colombia with three horses, two paragliders, two telescopes and light scientific and technical equipment. »Usually all of the children of a school participated. In remote villages there were 20 to 30, and up to 300 in the somewhat larger ones«,

reflected Marja. »But no matter how young or old the children were, whether or not they could read or write, all were enthusiastic about the observations with the two telescopes. Sometimes even all the villagers were there.«

Highs and Lows

The journey begins in Bucaramanga in the north of Colombia. Richie Mantilla runs a paragliding school there. It's a small paradise because the launch site is just 200 meters from the village school. Under the best conditions, the two make

»No one has ever flown a paraglider with a telescope in the harness.

But it worked!«

their first flights in South American air. Via »Ride & Fly« they then head south. While Kira looks after the horses, Marja launches with her gilder - or vice versa. With GPS navigation and radio, the two meet at the next destination. The concept works! Unfortunately, they run out of luck after a few days: Kira gets sunstroke, Marja sprains an ankle and one of the horses gets sick. Crossing the Chicamocha Canyon is a real challenge. The terrain is ideal for flying, but unfortunately only one of them can fly at any one time. While Kira tackles the risky descent down a steep trail with the horses, Marja chooses the

easy way down. In Colombia's »furnace« the average temperature is 42 degrees Celsius. No wonder only 80 inhabitants live in the small village of Jordán, way down in Chicamocha Canyon. After observing the sun with schoolchildren, Kira and Marja swap the sick horse for a mule and escape the heat.

In the following weeks they travel through the Colombian Andes at over 2000 meters elevation along dusty paths from village to village. There are hardly any cars, and most of the inhabitants travel by motorcycles or overloaded mules. Only occasionally do they have a chance to fly, so their cheerful new companion usually carries the three rucksacks with the paragliders, telescopes, cameras and equipment. The terrain is mountainous, forests and more or less dense scrub characterize the landscape, interrupted by cow pastures and cables. In this country, everything seems to be wired. The few launch sites are small and require some skill.

When a host's home is burglarized, they lose their phones, cameras, a SPOT and a GPS. Luckily, the thieves leave behind the expensive telescopes and paragliders. Flying is now even more difficult, because Kira and Marja now must decide

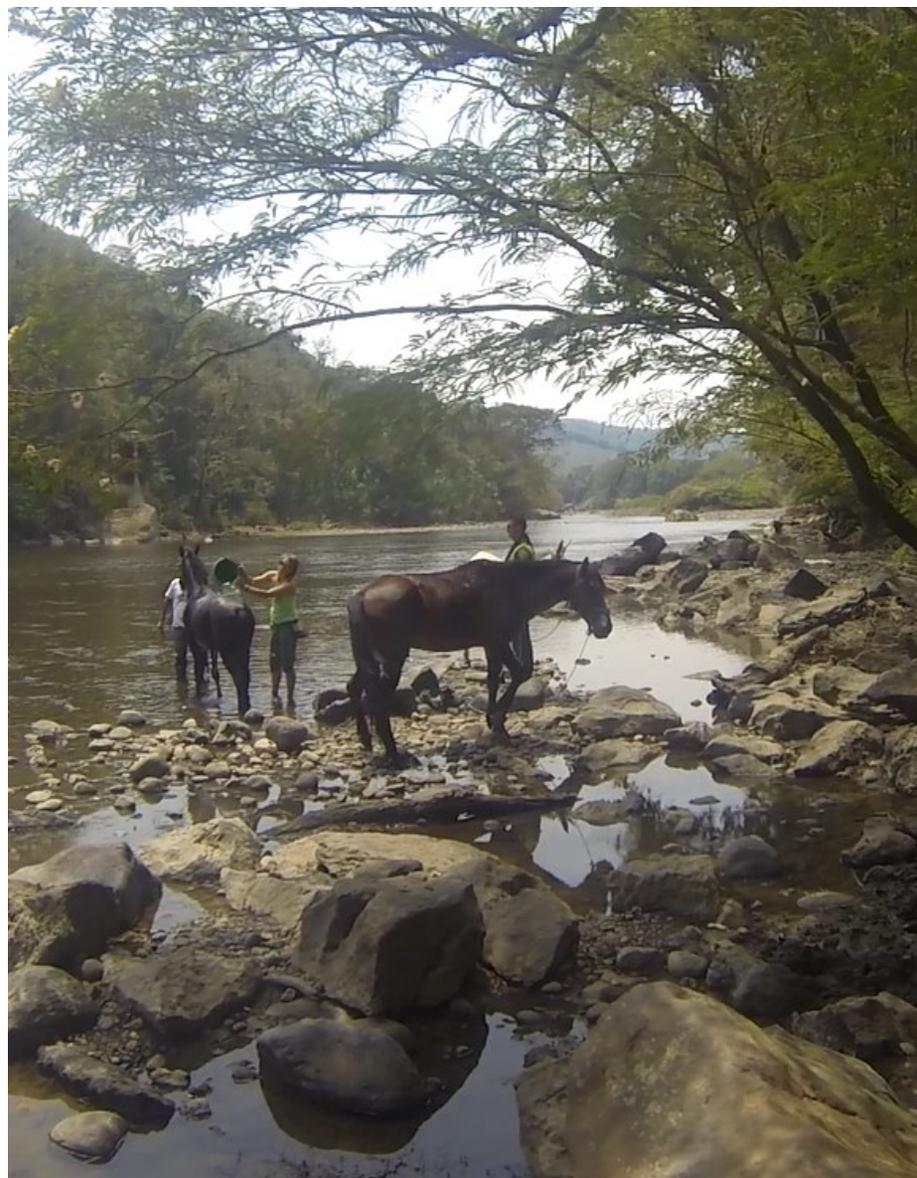




>> 1000 kilometers through the Colombian Andes: The journey leads the two scientists from village to village at 2000 meters elevation

before each flight who gets what: does the one with the horses take the remaining GPS and live tracking instrument and the one with the paraglider the only mobile phone - or vice versa?

El Niño keeps a firm grip on Colombia. Because of the extreme drought, Kira and Marja decide halfway through the trip to sell the horses, reduce their gear to the absolute minimum and to complete the remaining 400 kilometers through the Valle de Cauca by Hike&Fly. »No one has ever flown a paraglider with a telescope in their harness. But it worked!« exclaim the two after returning to Europe. »In the final days, Colombia once again rewarded us with breathtakingly starring skies. We observed Jupiter, Saturn and Mars in a very special constellation. A one-of-a-kind experience!« In total, Kira and Marja gave over 1500 Colombians a new look at the universe with their workshops - and expanded their own view of the world in the process. ▲



>> Pit stop at the river:
Horses also need to cool down.



The two have reported extensively on their project and even made a short film. Watch it at:

www.cieloytierra-project.com

or



www.facebook.com/cieloytierra.project/videos/vb.423963194466486/493624294167042/?type=2&theater



Just let your legs dangle

Sun, thermals and pleasant temperatures: Hermanus on South Africa's famous Garden Route offers everything that pilots dream of an vacation. Paul Guschlbauer and Gerhard Holzner enjoy their daily soaring session with the new MESCAL 5.



Technology

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



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



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



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



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



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



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



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



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



Automatic Sand Release System: The integrated openings on the trailing edge of the stabilizer let sand and dirt fall out automatically. Advantages: material and trailing edge are protected better and the trailing edge is less strained.



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



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



>> On the MESCAL5, we rely
100% on the newly developed
»PPSLS-line« from Liros.

This robust Dyneema line guarantees
the highest breaking load and minimal
stretching despite its small
diameter and low weight. That means
maximum performance - right from the start!



MESCAL

The New MESCAL

Easy. Flight. Training.

The MESCAL5 is skywalk's new glider for training and your first flights in the thermals. Experienced pilots will also appreciate its balanced flight behavior and its truly simple features – especially when conditions at launch, landing or in the thermals are not easy.

The MESCAL5 is the glider of a new generation: because it's often small things that make a good product even better. To make the MESCAL5 not just a little, but a lot better than its predecessor, the skywalk developers and test pilots tapped into their entire collective experience. The MESCAL5 com-

bines meaningful improvements from four generations with innovative developments in paraglider design. A shark nose and an elaborate line concept ensure that the glider rises and kites evenly. Performance shouldn't be the most important purchase reason for a beginner's glider, but thanks to innovative technologies such as the shark nose, double 3D-shaping of the leading edge and a higher cell count, the wing feels even better in the air with improved glide performance.

For demanding use on the practice hill and first mountain flights, the new MESCAL5 includes small, practical details that you might miss at first glance: The new ergonomic risers are well-arranged and sit

comfortably in your hand, thus simplifying launch preparations. All LIROS lines are sheathed, sturdy and designed for longevity - as is the Porcher Marine material for top and bottom sails and for the profile ribs. Additional features are the inward facing seams of the mini-ribs at the trailing edge, which keep weeds and tiny branches from getting caught in the wing, and a de-sanding system that lets dirt trickle out from Velcro pockets at the wingtip.

Five sizes tailored to the right weight ranges ensure that every pilot finds his and her MESCAL5 - starting with yours!

MESCAL5 – available in blue, purple, orange and lime.



CHILI

Good. Simple. Better.

The name CHILI has long been a symbol for just the right synthesis of highest performance and balanced flying characteristics in the EN-B class. So developing a new CHILI is always the greatest challenge for our R&D team. Before we drew the first line on the drawing board for the CHILI4, we took a long look at the feedback from the CHILI community. Your wishes became our command. The CHILI4 now transmits feedback even more precisely through the brakes. The new brake system layout keeps brake line travel within an ergonomically comfortable zone. The glider is extremely stable in the air thanks to the new wing concept with a slightly higher number of cells, shark nose and lots of attention to detail in cell construction and sail tension. This improves not only gliding performance over the entire polar curve, but also its stable flight behavior. The characteristic thermal bite also benefits from the taught wing construction. The climb performance of the CHILI4 remains the industry benchmark!



allrounder – LTF09: A | EN: A



MESCAL5

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

Data are subject to change.



intermediate – LTF09: B | EN: B



TEQUILA4

	XS	S	M	L
Cells	45	45	45	45
Area flat (m ²)	22,17	25,54	28,30	30,32
Area projected (m ²)	18,85	21,72	24,06	25,78
Wingspan flat (m)	10,74	11,52	12,13	12,56
Wingspan proj. (m)	8,50	9,12	9,61	9,94
Aspect ratio flat	5,20	5,20	5,20	5,20
Aspect ratio projected	3,84	3,84	3,84	3,84
Glider weight (kg)	4,8	5,3	5,6	5,9
Certified weight range (kg)	55-75	70-95	85-110	100-130

CAYENNE



CAYENNE

Sport class redefined..

With the CAYENNE5, we are redefining the sport class. Our XC sportster combines real comp wing feeling with the genes of the CAYENNE series.

The CAYENNE5 is positioned a little further towards the upper end of its class. After more than a year of development work, we

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

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



high end intermediate – LTF09: B I EN: B

CHILY4



	XXS	XS	S	M	L
Cells	57	57	57	57	57
Area flat (m ²)	21,39	24,59	26,40	28,28	30,23
Area projected (m ²)	18,34	21,08	22,64	24,25	25,92
Wingspan flat (m)	10,99	11,79	12,21	12,64	13,07
Wingspan proj. (m)	8,79	9,43	9,77	10,11	10,45
Aspect ratio flat	5,65	5,65	5,65	5,65	5,65
Aspect ratio projected	4,21	4,21	4,21	4,21	4,21
Glider weight (kg)	5,0	5,3	5,6	5,9	6,2
Certified weight range (kg)	55-77	75-95	85-105	95-115	105-135



xc sportster – LTF09: C I EN: C

CAYENNE5



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

>> Video



SPICE

SPICE

Long excursions. Made easy.

With the SPICE, we have created a sport class glider that combines the performance of the CAYENNE with the weight of a Hike & Fly glider. It is made for XC pi-

lots who spend a lot of time in the mountains and in the air. Materials used in the SPICE have been perfectly optimized to the requirements of XC pilots who like to fly from launch sites far away from the mainstream.

The combination of materials is substantially lighter and when combined with lightweight but comfortable Dyneema risers, total weight is reduced by 25 percent versus the CAYENNE.



ultralight allrounder – LTF09: A | EN: A

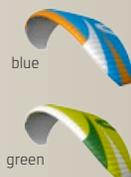


MASALA²

	XXS	XS	S	M
Cells	34	34	34	34
Area flat (m ²)	20,01	22,73	26,18	28,70
Area projected (m ²)	16,91	19,21	22,12	24,26
Wingspan flat (m)	9,80	10,45	11,21	11,74
Wingspan proj. (m)	7,63	8,13	8,72	9,14
Aspect ratio flat	4,80	4,80	4,80	4,80
Aspect ratio projected	3,44	3,44	3,44	3,44
Glider weight (kg)	2,7	3,0	3,3	3,6
Certified weight range (kg)	55-90	55-95	70-95	85-110



lightweight intermediate – LTF09: B | EN: B



ARRIBA

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

POISON X-ALPS

For highest standards.

There is probably no better proving ground for a high performance wing than the Red Bull X-Alps. This was impressively proved by our team pilots Paul Guschlbauer, Stephan Gruber and Ivan Colas. A glider, flown by 3 different high class pilots, that withstands the world's toughest adventure race over a 1000 kilometer route across the Alps has just the right qualities that performance-oriented XC pilots are looking for.

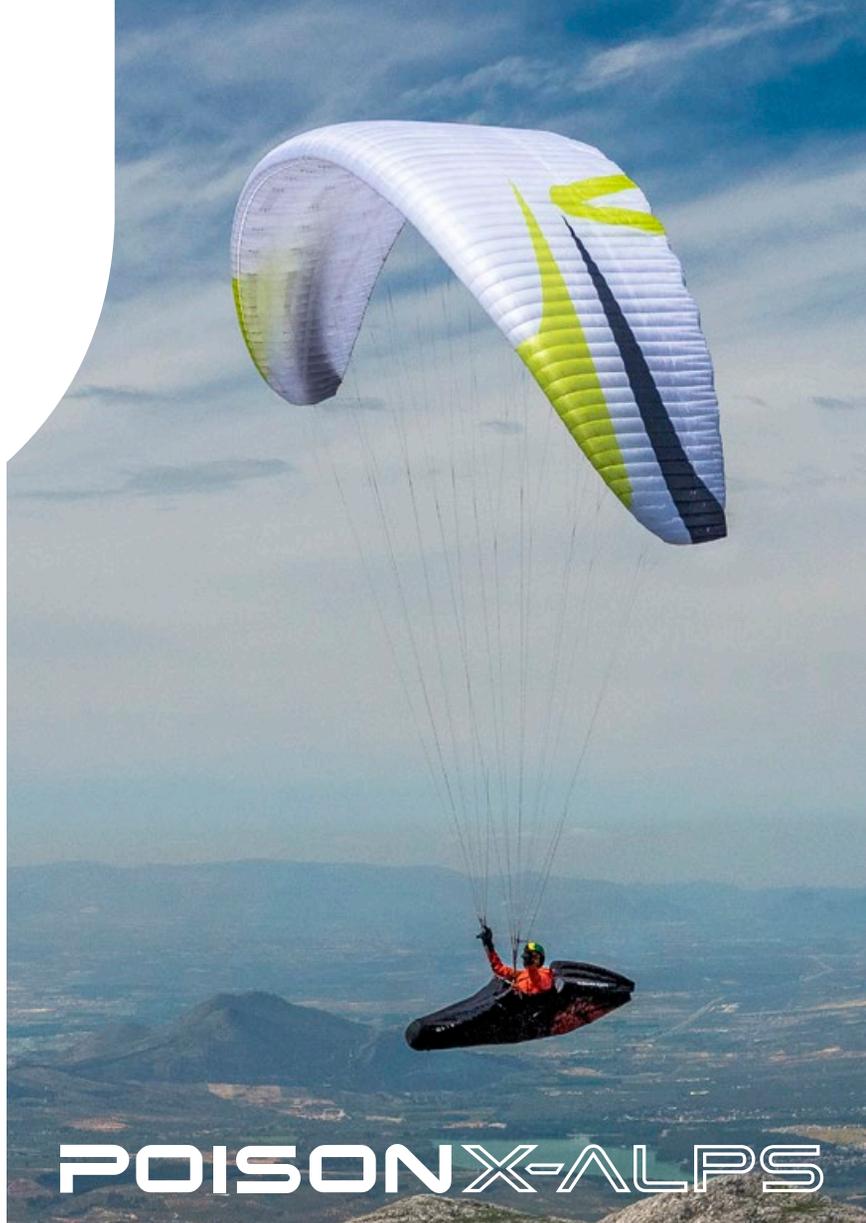
The POISON X-ALPS is the consequential further development of the X-ALPS2, which was produced in a small series with CCC homologation. Slight changes to trim have increased its performance and responsiveness. More robust top sail material, optimized lines and more clearly laid out risers make the POISON X-ALPS

the ideal XC wing for top-pilots.



>> Clear control input despite full-on speed bar. Thanks to the innovative Speed Control, this is

no longer a contradiction.



lightweight xc sportster – LTF09: C | EN: C

SPICE



	XXS	XS	S	M
Cells	69	69	69	69
Area flat (m ²)	21,52	22,68	24,10	26,07
Area projected (m ²)	18,44	19,43	20,65	22,34
Wingspan flat (m)	11,75	12,06	12,43	12,93
Wingspan proj. (m)	9,53	9,78	10,08	10,48
Aspect ratio flat	6,41	6,41	6,41	6,41
Aspect ratio projected	4,92	4,92	4,92	4,92
Glider weight (kg)	3,7	3,9	4,1	4,3
Certified weight range (kg)	60-85	75-95	85-105	95-115



ultralight performance – LTF09: D | EN: D

POISON X-ALPS



	XS	S	M
Cells	80	80	80
Area flat (m ²)	21,50	23,00	24,40
Area projected (m ²)	18,54	19,83	21,04
Wingspan flat (m)	12,27	12,69	13,07
Wingspan proj. (m)	10,00	10,35	10,66
Aspect ratio flat	6,99	6,99	6,99
Aspect ratio projected	5,40	5,40	5,40
Glider weight (kg)	4,0	4,2	4,4
Certified weight range (kg)	65-90	85-105	95-115

>> Video



TONKA

TONKA

Small. Lightweight. And pretty damn fast.

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

Based on the design of our lightweight MASALA2 mountain glider, the TONKA2 is not only super light, it also has an extremely small packing volume, is extremely fast, but still glides well despite its small area. For pilots looking for less dynamics and speed, the wing

is available in a second size with three additional square meters. That makes the TONKA2 the perfect companion for ambitious Hike & Fly enthusiasts, Alpine adventurers and adventure competitions. Three podium positions at the Red Bull Dolomitenmann – enough said!



>> Video



x-wing – LTF09: B/C | EN: B/C



green



red

TONIC

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



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



orange

TONKA²

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

JOIN'T

Join together!

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



>> Our tandem spreader ...

Different mounting points for optimal load distribution, including two shackles and two carabiners.



JOIN'T



biplace – LTF09: B | EN: B



blue



green

JOIN'T

	S	M
Cells	49	49
Area flat (m ²)	37,50	41,20
Area projected (m ²)	32,00	35,20
Wingspan flat (m)	14,20	14,87
Wingspan proj. (m)	11,20	11,73
Aspect ratio flat	5,37	5,37
Aspect ratio projected	3,91	3,91
Glider weight (kg)	7,2	7,6
Certified weight range (kg)	100-200	130-225

CULT





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



The New CULT

Launch. Take your seat. Feel good.

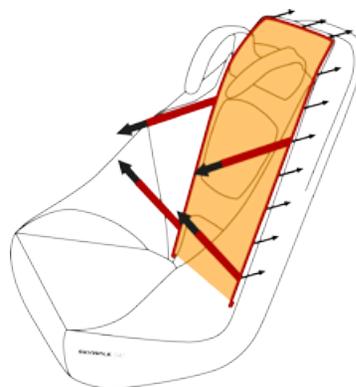
To create something new, sometimes you have to take an unusual path. For our new all-round harness CULT, we performed movement analysis in various sports and did a deep dive into kinematics, ergonomics and product design. The result is a harness that sets new standards with its exceptionally high comfort, maximum safety, ease of use, slim and clean design and high-quality materials.

The basis for the exceptionally high comfort is a new force distribution frame, which ensures an ideal pressure distribution and support. The pilot immediately feels comfortable, steers his paraglider intuitively - and thus safely. For the first time ever in a paraglider harness, the shoulder straps can be adapted individually to the length of the pilot's back. The CULT fits the pilot like a tailor-made backpack. Also new are the loops marked with »+« and »-« on the adjustable back, shoulder and chest straps. Like the chassis of a sports car, they enable the cushioning of the CULT easily to be adapted to the preferences of the pilot or the current conditions - before launch or at any time during the flight.

Maximum passive safety is ensured by a mousse bag protector under the pilot, perfectly positioned side protectors and comfort foam on the back.

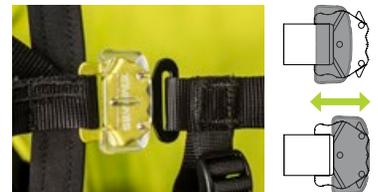
The CULT is aimed at novice pilots, ambitious class-climbers - and all those pilots who just like the intense feel of the slipstream. No matter what your plan is - the CULT will thrill you with its innovative details the first time you slip it on!

>> The new force distribution frame ensures ideal pressure distribution and support - flying comfort guaranteed!



>> Innovative detail:

»Safety Slider« prevents unintentional opening of the buckles.



>> International standard:

A RECCOR reflector accelerates rescue operations.



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



crossover harness – LTF09 I max 120 kg

Features:

Mousse bag protector, side protectors, comfort foam

In the box:

Harness incl. aluminum carabiners, V-line, speed bar, side protectors, comfort foam



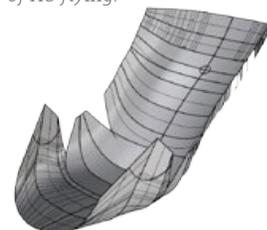
CULT 4

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



RANGE AIR

>> The »hammock« is the core of the RANGE AIR. Its seat shell offers maximum sitting comfort for hours of XC flying.



RANGE AIR

More than just light.

Our lightweight reclining harness RANGE AIR is one of the lightest pod harnesses with LTF/EN certification on the market. Its unique concept scores high marks in areas such as aerodynamics, packing volume and safety. Tested by

the world's toughest adventurers during the X-Alps 2013, the 1,9kg serial version employs a clever concept that makes it possible for XC pilots and Hike & Fly competitors to fly an ultra light pod harness. The »3D single layer main seat« adapts itself perfectly to your body and paves the way for hours of relaxed flying

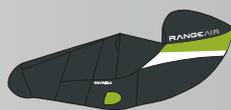
for XC pilots and Hike & Fly competitors, even in strong thermals. Huge rucksacks with heavy XC equipment are now a thing of the past. Once you have sat in the RANGE AIR, you'll never go back to a heavy »armchair«.



air inflated lightweight harness – LTF09 I max 110 kg

Features:
Airbag protector
Ram air outer shell

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



RANGE AIR

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

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



air inflated ultralight harness



RANGEX-ALPS2

Available by Red Bull X-Alps 2017
Stay tuned for further information
www.skywalk.info



reversible lightweight harness – LTF09 I max 120 kg

Features:
Airbag protector

In the box:
Harness incl. carabiners



FLEX

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

FLEX



FLEX

Inside out.

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

The FLEX is delivered with lightweight carabiners. Other accessories are optional (see beside).



SPEEDBAR LIGHT



AIRBAG/RUCKSACK



FRONTCONTAINER



V-LINE RESCUE

PEPPER CROSS LIGHT

Return safely to the ground.

In case of a mishap, you must be able to rely 100% on your reserve chute. That's why the new PEPPER CROSS LIGHT sets new standards in opening time and oscillation stability and reduces drift to a minimum. This is made possible by the symmetrical construction of the cross-cap reserve chute. Because maximum safety doesn't have to mean heavy, the PEPPER CROSS LIGHT scores points with its very low weight and small packing volume. In the smallest size it weighs only 990 grams.

If you pack your rescue equipment yourself on a regular basis, you'll appreciate the inner deployment bag with its own line compartment. Robust materials guarantee that our new reserve chute stays in top-notch condition for many years. Whether you use it with a sleek XC harness or an ultralight mountain climber's harness - the PEPPER CROSS LIGHT is always with you.



lightweight rescue chute

PEPPERCROSSLIGHT

	90	110	135
Area flat (m ²)	29,90	32,50	40,10
Weight with inner container (g)	990	1140	1440
Number of panels	20	20	24
Sink rate at approved max load (m/s)	5,2	5,2	5,2
EN certified max load (kg)	90	110	135
LTF/EN certification	yes	yes	yes

Useful and stylish items for skywalk pilots

For information about additional items:
shop.skywalk.info



ACCESSORIES



Rucksack ALPINE

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

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



Rucksack HIKE

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

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



Useful feature:

Bottle holder HIKE

Dimensions: Height = 18 cm, Ø = 9 cm

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



Fast packing bag EASY BAG

Volume: 200l / Weight: 800g

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

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



SOFTBAG

Length: 2,86m | Weight: 470g

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





Rucksack WEDGE

Volume: 15l | Weight: 380g

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



Useful feature:

Drinking bottle RUNNER

Volume: 0,75l | Weight: 133g

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



Rucksack ULTRA TRAIN

Volume: 18l | Weight: 360g

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



Cockpit

Roomy, adjustable angle flight deck, unisize



Aluminium carabiners TRIPLE LOCK

Weight: 63g | Breaking load: 20kn



Compression innerbag

Ventilated and compressible innerbag in 4 different sizes:

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



Riser pouch

In two different kinds:

- Riserbag Light: Weight 19g
- Riserbag Standard: Weight 29g



Compression strap

High quality, padded packing strap. Unisize. Color: black.



Brake handles STANDARD

Available in three different versions:

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



Brake handles HIKE

Lightweight, available with snap fastener or Velcro.



Brake handles ERGO

Adjustable size brake handle with magnet.



Tandem spreader

Different mounting points for optimal load distribution, including two shackles and two carabiners.



Speedsystem

Two-level speedsystem incl. Brummel Hooks and stopper.



STORAGE BAG PLUS

Ventilated storage bag for optimum storage. Saves space and treats your glider with care.



First Aid Kit

Contains bandages, rescue blanket, tick tweezers and emergency knife.



BANDANA

Use as a neckerchief, balaclava, hairband or scar.



Windsock

Dimensions: 95cm x 23cm

SPORTSWEAR & FASHION



TEAM Shirt

Sizes: S-XL
Color: petrol
100% cotton

Shirt with classic design.



ALPINE Shirt

Sizes: XS-XXL
Color: blue-grey
100% cotton

A clear fashion statement, elaborate wrap-around print.



LONGSLEEVE Shirt

Sizes: XS-XXL
Color: black
95% cotton, 5% elastane

Sporty long sleeve shirt, stretch fabric.



>> skywalk Sportswear-Collection

**Functional sportswear
in cooperation with SALEWA**

Through our cooperation with SALEWA, we are able to offer paraglider pilots high-quality sportswear. The skywalk/SALEWA Collection includes selected items that offer high quality and functionality.



women



PEDROC DRY W Tank

Sizes: XS-L

Color: red onion

Weight: 101g

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



ORTLES HIGHLOFT W Zip Hoody

Sizes: XS-XL

Color: night black

Weight: 299g

Breathable, quick drying, stretchable, optimal moisture transport,

men



SASSONGHER Jacket

Sizes: M-XXL

Color: davos

Weight: 446g

Breathable, stretchable, optimal moisture transport, slim cut.



ORTLER HYBRID Jacket

Sizes: M-XXL

Color: eclipse

Weight: 460g

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

>> *skywalk Sportswear-Collection*

*Functional sportswear
in cooperation with SALEWA*



PEDROC Pant

Sizes: L-XXL
Color: blue
Weight: 315g

Light, breathable,
stretchable, robust,
optimal moisture transport.



**PEDROC 2
DST Pant**

Sizes: M-L
Color: black
Weight: 272g

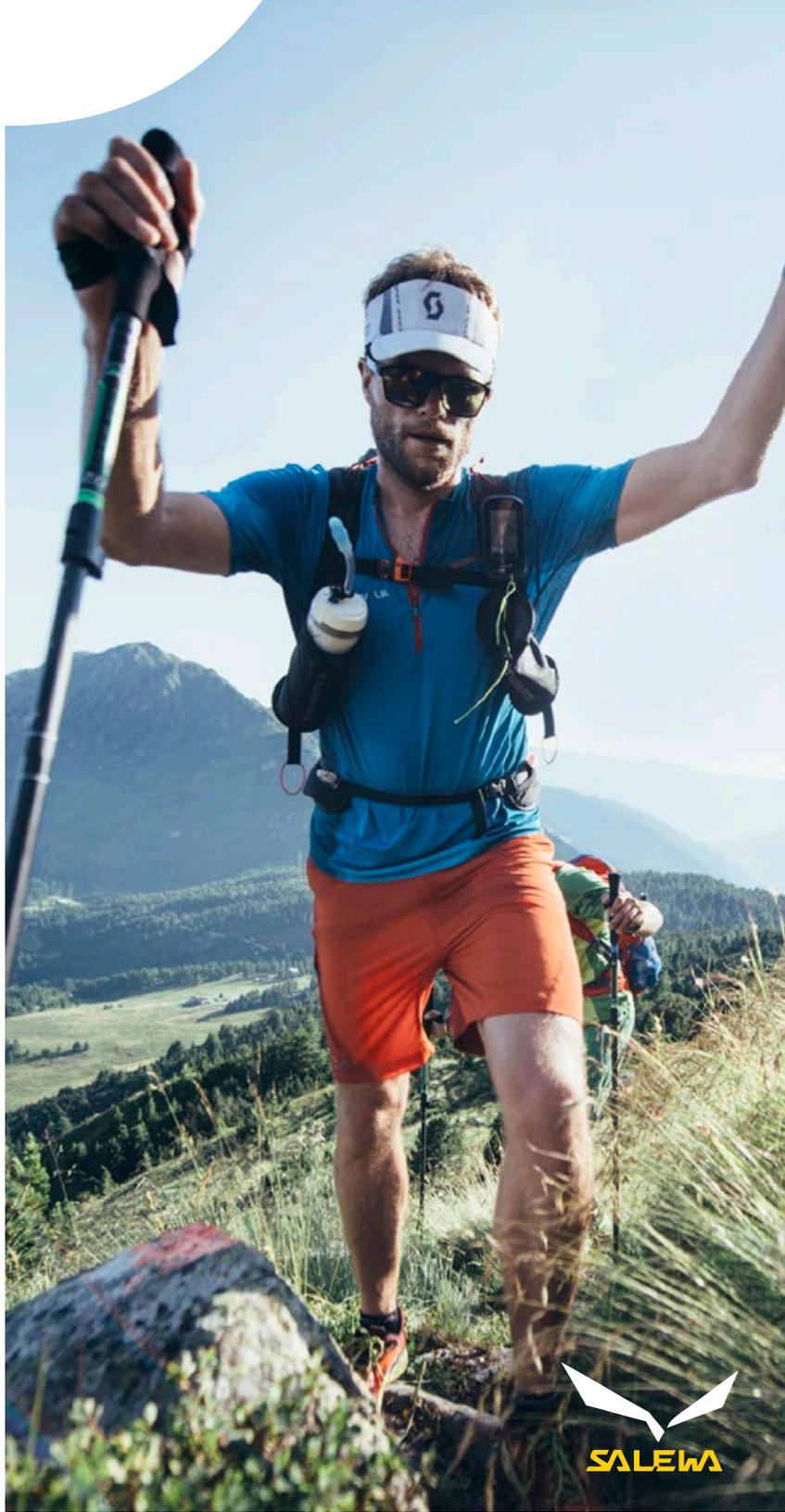
Light, breathable,
stretchable, robust,
optimal moisture transport,
water-repellent,
quick drying.



GRIVOLA Pant

Sizes: M-XXL
Color: black
Weight: 460g

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



KECHU Jacket

Sizes: S-XXL
Color: orange
Weight: 503g

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



More information:
shop.skywalk.info



X-ALPS Collection



X-ALPS LOGO Shirt

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



X-ALPS CO Shirt

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



X-ALPS HEADBAND

Wind resistant, quick drying,
insulating functional headband.



X-ALPS CAP

Adjustable size,
moisture repellent inner sweatband.



X-ALPS PEDROC CARGO Shorts

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



X-ALPS PTC ALPH Jacket

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



X-ALPS DRY Shirt

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



X-ALPS PEDROC HYBRID Jacket

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



X-ALPS SENIAM DRY Shirt

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



SPEED HIKING



Pic: Ulrich Grill

OFFICIAL PARTNER OF THE



ULTRA TRAIN ALPINE SPEED ESSENTIAL

