

SKYWALK EMOTIONS MAGALOG 2013



CHILI MESCAL TONIC JOINT TONKA
+++ Travel Reports +++ News +++ Tech-Talk +++ Product Info +++ Technology +++

PURE PASSION FOR FLYING



Dear Pilots,

XC flying is considered the supreme discipline of paragliding. So why is our brand new TONIC X-wing the centerpiece of our current advertising? It's simple: we don't measure in kilometers, we measure in FUN!

Paragliding has many facets. While XC flying is just one of them (although a very special one!), the most important facet is fun. We should only let ourselves be driven by performance pressure if we really want that, and not because some club members managed to fly a few kilometers more. Their goals don't have to be the same as ours. What drives our motivation is simple - and yet important for the self-image of us pilots.

Fun is the reason why skywalk puts so much emphasis on the handling of our gliders. Whether it's the CHIL3, the TONIC or the MESCAL4: our wings react the way the pilot expects to a brake impulse or weight shift. The pilot is not the passenger, but the captain. If you ever turned tightly in strong thermals near a cliff and broke out in a sweat, then you know what I mean.

Trust is one of the most important factors to have fun while paragliding. Trust in the glider and the brand name behind it. To document our high demands on product quality and customer satisfaction, we introduced a comprehensive quality management system early in 2012. During our ISO 9001 certification, it was highly educational for us to find out where and how we can optimize or reinvent our processes. We wanted the quality of our actions to stand out not only in new products, but also years later in service, inspections and repairs.

Getting back to fun: epic photos and fascinating reports in our MAGALOG »EMOTIONS 2013« will show you just how much fun the pilots had who flew our products. Have fun reading!

Yours, Manfred Kistler

Manfred Kistler





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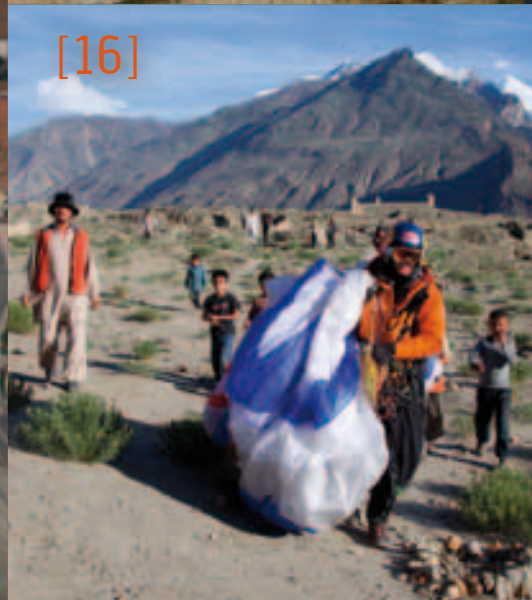
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A journey through Switzerland in seven stages with the knowledge that every cloud doesn't bring rain and every gap in the clouds doesn't mean flyable conditions.

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Paul Guschlbauer like challenges. The Karakorum Highway leads him to the perfect place to fly high into the Hunza Valley in Pakistan, and then further to the Muztagh Ata in China.

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The prize: a 2-day tour with our X-Alps hero. Armin Graf, one of the participants, tells us what he experienced.

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Video Competition 2012
Just before the deadline, another batch of new videos was uploaded into the net. Here we introduce you to the top 3 of the V.O.C. 2012.

[26] Donation Initiative 10 for 100

„10 € for 100!“ was the call, and they weren't stingy. Our CAYENNE4 pilots flew XC kilometers worth a respectable sum of money.

[30] When the Postman rights 4 times ...

When the package with the demo CAYENNE4 arrived, Markus Pscherer was still skeptical. But it didn't take long for the wing to make a positive impression. At the end, he was so thrilled that he sent us this report.

[32] skywalking around the world

He who looks beyond the horizon, sees more... skywalk is now represented in more than 40 countries. To find out about paragliding in other parts of the world, we asked our importers in Japan and Turkey a few questions.

[34] Hanging by a thread

Paraglider lines are rarely mentioned in glider technology discussions. This is unfair, because on the one hand our lives depend on their strength during extreme maneuvers, and on the other hand this strength has enabled reductions in overall line lengths and performance increases.

[38] Development
CHILI3 - The best ingredients for a hot ,n' spicy experience

It takes a lot of components to construct a well-balanced glider, so the comparison with a tasty meal is not without reason. With the CHILI3, the »cooks« of skywalk's R&D team agree: everything is juuuust right.

[42] Spoiled for choice

The choice of the right glider is never easy, so to avoid frustration or even awkward moments, let us help you with your selection.

[44] skywalk Glider

Today, paragliders are designed more and more for specific purposes. As the field of possibilities grows, our product offering is growing with it..

[52] skywalk Harnesses

Finding the right harness to fly is just as important as finding the right glider. We introduce our two successful models, the CULT3 and the CULT-C.

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Some questions crop up again and again. In this column we try to answer the most common queries.

[58] Imprint

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Similarities to living persons are in no way accidental and are, under circumstances, intentional ...

Fountain of FUN

At the Zugerberg, the wind is too strong for large gliders. Paul and Rolf unpack their TONICs and start to play with their gliders in the blustery breeze - to incredible looks. They kite their gliders, take off, cruise along the launch site, touch down, and then launch again. With an area of just 19 m², the TONIC is easy to kite and is perfect for ground handling. A hearty tug on the brakes - a quick breather - and it's ready to go again. Pure FUN!

Need proof?

Just scan the QR code below, lean back, and enjoy the impressions!

Careful: it can be contagious!





Additions to the family

skywalk supports 52 team pilots.

skywalk is increasing its sport sponsorship substantially. In the 2013 season, skywalk will support 52 pilots – a record. In Austria and Switzerland in particular, skywalk team pilots will be seen flying more frequently. While gender-balance is discussed in politics and public companies, promising female pilots have long since been a part of the skywalk team. Christin Kirst celebrated her first year as part of the skywalk team by winning the 2012 German XC Champion in the ladies category. Moreover, our team pilots in 14 other countries achieved commendable results in 2012. Just to name a few: participation in the Junior Austrian XC National Championship, Germany XC Championship (sport class), Polish XC Championship, Argentinian XC Championship, and third place in the Accuracy World Cup Series. We wish all skywalk team pilots an eventful and successful season in 2013!



Test Flying

skywalk Test Center in Fiesch.

Real estate agents would call it »A1 location«. We simply call it the skywalk Swiss Test Center. Since the autumn of 2012, Ivan Valken, mountain guide, tandem pilot and skywalk team pilot, is personally looking after all those interested in skywalk gliders and harnesses in his shop at the main landing site in Fiesch - the XC Mecca. Ivan will let you test all current products without charge or obligation. For reservations in the Fiesch area, please contact Ivan by email at testcenter-ch@skywalk.org or by telephone at +41 79 411 74 54.

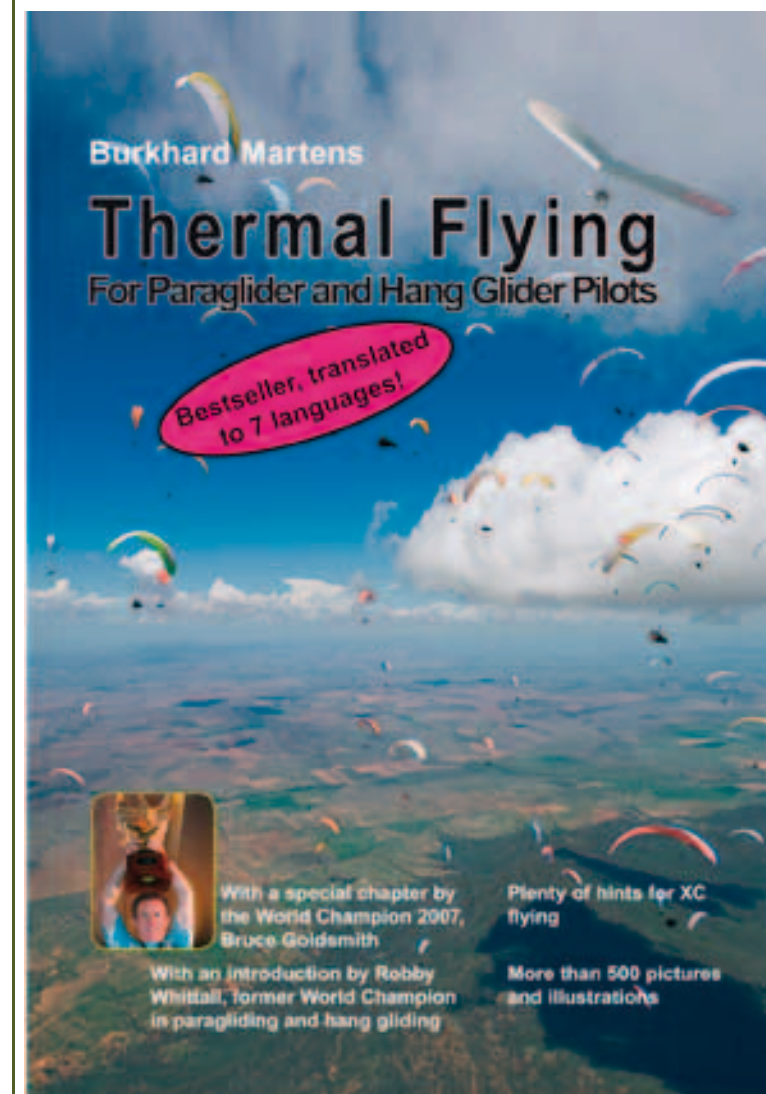
Highest Quality Standards

skywalk is ISO certified.

If you want to management a company successfully in the long-term, you need a clear and systematic strategy. An important part of this is quality management. Since its founding in 2001, skywalk has experienced enormous growth in employees and sales. To document our high demand for product quality and customer satisfaction, skywalk decided in early 2012 to introduce a comprehensive and multifaceted quality management system. Thanks to our great organizational structures, we were able quickly to implement the requirements of ISO 9000 for management systems and customer and process orientation. The independent certification body SGS attested skywalk an outstanding level of quality management in all three business units – paragliders, kites and event tents. In particular, the audit report emphasized the open and constructive working climate: »A young and dynamic team of about 40 employees works hand in hand to secure success, both now and in the future. Committed athletes and engineers design new and innovative products with enthusiasm.« For skywalk managing director Manfred Kistler, the audit report is both an honor and an incentive: »Paragliders are products that demand the highest quality standard. Our utmost goal at skywalk is to maintain at the highest level the satisfaction of our customers and their lasting trust in us and in our products.«

Important Dates in 2013

- > 23 February
Thermik Trade Fair, Sindelfingen, Germany
- > 8 – 10 March
Stubai Cup, Neustift, Austria
- > 9 – 12 May (rain date 18–20 May)
Super Paragliding Festival, Kössen, Austria
- > 15 June
skywalk Night Fever, Andelsbuch, Austria
- > 7 July
Red Bull X-Alps 2013, Salzburg, Austria
- > 11 – 17 August
Junior- & Ladies Challenge, Greifenburg, Austria
- > 19 – 22 September
Coupe Icare, St. Hilaire, France



The standard reference for all pilots!
The book that really teaches you how to fly your paraglider and hang glider.

Thermal flying for beginners and pros,
plenty of tips for XC-Flying

Also available in German, French, Italian,
Japanese, Russian and Spanish!

Info: www.Thermikwolke.de

Tou r d e Su i s s e



A Journey Through Switzerland in Seven Stages
Or: »The sun doesn't shine

through every hole« (as Xandi Furrer once put it so succinctly during a short rain break)

The weather forecast: not exactly thrilling.

The goal: Switzerland.

The mission: a skywalk photo-shooting.

The hope: the main Alpine ridge.

The result: lots of great photos and time for fun with the Swiss skywalk family.



Text: Sara Gudelius
Photos: Wolfgang Ehn



>> Die Leiden des jungen W.

There's always room for a little more! »Watch out! OK – it should fit now!« »Ouch!« »Oh, was that your arm? Sorry! Does it hurt?« Wolfgang, our photographer has injured himself before the tour even began. Just as I'm about to close the sliding door with gentle force, I squash him between countless gliders and harnesses, squeezing the last air out of him. After several attempts we manage to stash all the paragliding equipment plus three people – Paul Guschlbauer, Wolfgang Ehn und myself – in the skywalk van. Somehow it worked. All the doors are locked – we're ready to roll!

But before we turn onto the Inntal autobahn towards Switzerland, I hear another whimper from the back. Wasn't that Wolfgang's voice? Once again our photographer is the victim! One of the countless gliders has fallen from its high perch and buried him.

If we want to continue our journey, we have to find a solution for our loading problem, especially since we plan to take on even more gliders in Innsbruck. We need a jetbox! We find the solution in a nearby garage and continue the journey with our shiny new rooftop gem.

Fun on the Zugerberg

The first stop on our journey is Zug – meeting point for rich people and the embodiment of Swiss back secrecy. Unfortunately we have no money to deposit in one of the many banks. At the foot of the Zugerberg we meet our film team, our Swiss team pilot Patrick, and Rolf, skywalk's graphic designer, who has traveled from Mannheim.

High above the Zugerberg the sky is blue, but the strong west wind keeps us on the ground. At first. Soon the wind lets up a bit. Paul and Rolf, who is not only good at

Photoshop, but is also a talented pilot, pull out their TONICS and start the fun. Our small x-wing lives up to its name. Under these conditions we wouldn't fly with any of our other gliders. But by late afternoon the wind has died down enough so that other pilots can launch with a clear conscience. For filming we employ the MESCAL4 and our secret weapon: the hexacopter – an unmanned drone that shoots our first footage.

We are pleased with the results, but that evening the weather forecast for the next few days puts a damper on our joy. It even looks bad in the otherwise sunny Swiss canton of Tessin, but tomorrow it might just be good enough there to be flyable. We decide against the long drive and instead we visit our representative, the flight school Jura, located in Matzen-dorf in the German-speaking Jura region. Sergio provides us with a precise weather

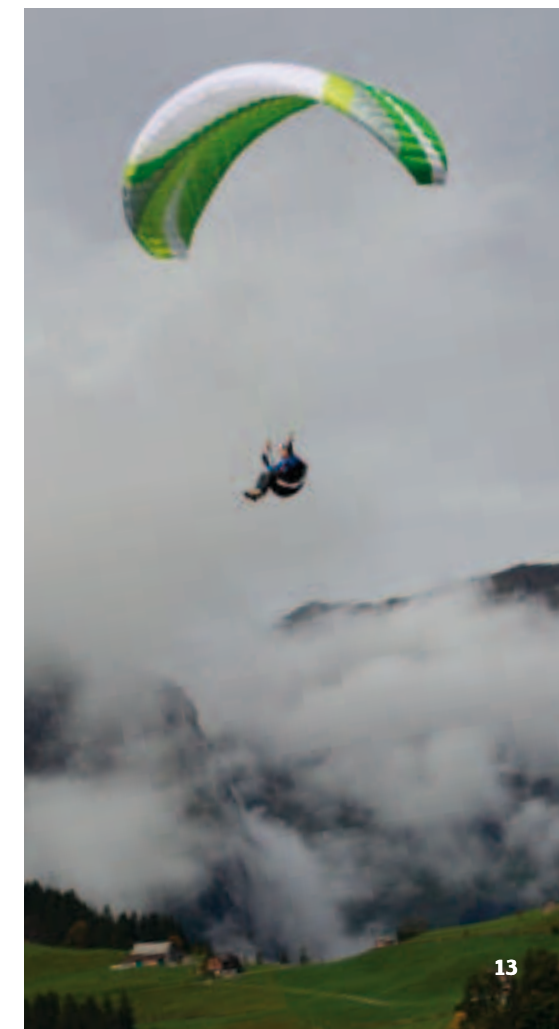
analysis and suggests that we make a side trip to the Engelberg Valley.

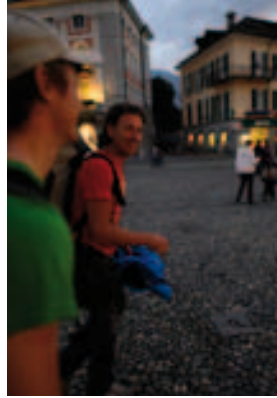
In the »Valley of a 1000 Cables«

Engelberg is said to be one of the most beautiful valleys in the Alps. It is indeed, even if it isn't all that paraglider-friendly – and is definitely NOT for slope-scratching photo models. No matter where you look, cables run from the valley floor up into the sky. Thick fog lies over the valley, preventing flights down into the valley. But we don't let that get us down. Instead, we launch, hop and top-land over and over again while enjoying the spectacular panorama above the fog. The Titlis offers us a 360-degree view from the Jura in the north to the Gotthard massif in the south ;-)!>> The new MESCAL4.

For most of our Team pilots, this was the first chance to fly the new EN-A glider.

The enthusiasm was high.





>> We dubbed the basket gondolas of the Salto del Ferro cable car »bio-waste containers« because of their shape and color.

Dolce Vita

After an eventful day in the high mountains we decide to switch sides and drive to Locarno. Our equipment now consists of 21 gliders, 13 harnesses, eight suitcases and four people. The VW Caddy is stuffed to the gills and every departure is delayed by several minutes. Wolfgang, who always seems to take the hits, suffers a few more bruises. But the van is so full of noise-absorbing gliders that we can barely hear his moans.

>> The afternoon sun turned the haze into a dreamy shade of orange.

A few hours later we are sitting in shorts, enjoying pizza, pasta and vino rosso at the Lago Maggiore. The lake glitters in the sunlight and the sky radiates a deep shade of blue. The mood is familiar: once again, the wind has swept the clouds away...

But we have a bigger problem -- even for the x-wings there is no suitable launch site. Paul, who is X-Alps tested, won't give up and risks a short flight over the trees. Ivan's desire to fly also grows. To satisfy us, our skywalk team pilot, tandem pilot, mountain guide, bar owner and skydiver suggests an entirely different solution: »Why don't we all go skydiving in Bellinzona?«

But parachutes are about the only product that skywalk doesn't have in the catalog. Another look at the weather map tells us that we have to head further south. Switzerland has become too small. Just past the Italian border is Laveno, where the chance of flying with a northerly wind looks much better. With flying, it's always the mix that matters. In Laveno the wind is weaker, but a thick fog is hanging over the valley, right now tot he church spire. After two hours of parawaiting, we decide to give up and head down the mountain. But then Paul's X-Alps attitude comes into play. Again and again he peers through the fog, trying to make ground contact. And suddenly, there they are – houses and fields slowly become visible. As the fog lifts even more, we rekindle our hope for at least one flight. By the end of the day we've managed to take the most impressive photos of the whole tour.

>> Almost Switzerland but still Italy..

Laveno has a charming old town with a southern Italian flair – perfectly suitable to ring out a long day of flying and filming.

>> Unbelievable scenery.

Wonderful glide-downs from the Schilthorn with an impressive backdrop.

On to Mecca


After a few phone calls we know where we are headed for the next day. Fiesch, the Swiss XC-Mecca, is only a short distance from Laveno. Several friends await us there: Xandi Furrer from the flight school Flugtaxi as well as a few Swiss team pilots helps us to fly all the gliders that we brought. With numerous sprints back to the gondola we manage six flights from the Kühboden launch site.

Unfortunately, rain is forecasted for the next day, but Xandi sees the chance to fly in a two-hour window between fronts. We head for Bellwald in a drizzle. Located on the other side of the Fiesch valley, XC-pilots know the town well for the challenges it presents right after launching. But for paragliding novices – and TONIC pilots – Bellwald is a paradise thanks to its easy access by car. Our Swiss friends are enthusiastic about our x-wing. Between cloudbanks illuminated by sunbeams, we wing our way down the mountain over alpine meadows, pine trees and hay barns. A perfect photo day!

X-Alps Training

By the end of the week we have all our photos in the can. Almost. We're still missing a handful of first-class panorama shots. And what part of Switzerland offers more eclectic motives than the Berner Oberland? Red Bull X-Alps champion Chrigel Maurer gives us a few tips. He suggests a few possibilities for tomorrow and Paul returns the favor by training with him early the next morning. The program: stair-climbing. The rest of us turn in our beds once more without a guilty conscience...

Chrigel's tip is the Schilthorn, best known as the Piz Gloria in the James Bond Film »On Her Majesty's Secret Service«. With a launch site at nearly 3000m, this flying arena turned out to be the perfect backdrop for our shooting. Our skywalk team pilots make sure that we capture all the shots that we imagined. After ten days

filled with tiny adventures and ups and downs with the weather, our Tour de Suisse ends the next day over a delicious cheese fondue in Interlaken. During the six-hour drive home, we make sure that we didn't forget anything. The gentle moaning from Wolfgang in the back seat reassures us that our equipment is intact! 

>> The TONIC in its Element.

>> ... round and round we go ...



Image © 2012 Tomi Böhner
© 2012 Comi-Sport-Image
Image © 2012 Comi-Sport-Image
Image © 2012 Comi-Sport-Image

The altitude experience

Big on the Karakorum Highway



»It's unbelievable. You hike up with nothing more than a piece of cloth over glaciers and seracs a few thousand meters up to the highest ice walls and snow-covered peaks on Earth – in a world that is normally reachable only after weeks of acclimatization, strenuous approaches and hard, difficult climbing. The paraglider is the entrance ticket to the frozen world of extreme mountain climbers. It allows us to soar up past giants and to touch the peaks with the tips of our toes. Paragliding has redefined mountain climbing, just as the pickax and crampons once did.«

Text & Photos:
Paul Guschlbauer

These words by the English climber and world-class paraglider John Silvester went through my head again and again as I began in early 2012 to plan my journey to the Himalayas – a forbidding and inaccessible world for paraglider pilots from which I had heard unbelievable stories of adventures. From bivouac flights over several days, XC flights of more than 250 kilometers along the tallest mountains in the world, maximum altitudes of over 7000 meters, and most of all incredibly beautiful landscapes.

But what feels better? Soaring up a 7000 meter glacier, or climbing it with ice pick and crampons in the classic style of an alpinist? This was the question I sought to answer as I headed for Pakistan in May 2012. I had already flown paragliders several times in the Himalayas. During the six week trip with Matthias Aberer and Filip Yagla I wanted to find out what is more beautiful and more intensive – flying in the air or climbing in the rocks and ice? Our plan was to fly cross-country in the Hunza Valley and then to climb the Muztagh Ata, at 7546 meters the third highest peak in the Pamir Mountains.

>> Breaktaking view during the seemingly endless climb up the Muztagh

The Karakorum Highway

The word highway has its own special meaning in Karakorum. »High« is meant literally. The 1284 kilometer long Karakorum Highway that connects Islamabad in Pakistan with Kashgar in China reaches a maximum elevation of 4733 meters above sea level – a challenge and a high altitude experience not just for tourists. Leave behind your usual notion of streets and making rapid progress. With a car, you need two days just for the 600 kilometers from Islamabad to Karimabad, the best-known city in the Hunza Valley and the first stop on our trip. But flat tires, grim onlookers, heavily armed Pakistani policemen, and the view down into the Indus gorge and up to the Nanga Parbat turned all those shaking roads into an exciting trip.

Flying high in Pakistan

Filip Jagla has flown paragliders practically everywhere in the world in his 19-year career. But the first time we soared together over the smaller secondary summits of the Karakorum, he was speechless. »I can feel your heartbeat« was the only thing that I heard now and then on the radio. He listened to this song by the Spanish crooner Enrique Iglesias every day in the Jeep.

Filip and I managed to launch and land at the same time every day. We never discussed it, but on the very first day we both had the idea in our heads to take a closer look at the Rakaposhi on the southern end of the Hunza Valley. This 7700 meter giant captivated us after every launch. With our small gliders we tried to get as close as possible to this imposing giant whose north face to this day has never been climbed.

During our fourth attempt we managed to get close enough to experience its size and beauty. Right after launch we were confronted with the first challenge of this expedition. To enter the world of glacier-covered 7000 meter peaks, you first have to climb 2000 meters over the surrounding ridges in turbulent and demanding thermals. We had already managed that a few days before, but the cloud base had not been high enough for us to purchase our ticket to the kingdom of the greatest ice giants. But today was to be our day! With strong but reliable 8 m/s thermals,



>> The 7788 m high Rakaposhi, our dream.



>> Necessity is the mother of invention ...



>> Wingovers over Karimabad, the green oasis in the north of Pakistan.

Karakorum Highway Teil II

If you leave Karimabad in the direction of China, you have to exchange your car for a boat after the first hour. Three years ago, a huge landslide turned the Hunza River into a 20 kilometer long lake. 25,000 people had to leave their houses and are hoping now that a detonation will make this natural dam disappear – a seemingly impossible endeavor that continues to cost people their lives. It's an impressive example of the power of Nature that makes me think again and again how fortunate it is that we sometimes use her power for our own purposes.

To continue our journey to China over the highest point of the Karakorum Highways on the Khunjerab Pass, we organized a car on the other end of the reservoir. The Chinese are extremely exact about their border controls. But these otherwise wasted hours can be viewed as useful for the acclimatization needed to prepare to conquer a 7000 meter mountain.

Muztagh Ata

Xinjiang is an autonomous region in Western China, a melting pot of ethnic minorities that is just as much a thorn in the side of the Chinese government as Tibet. Paragliding is generally forbidden and in the base camp of the Muztagh Ata at 4400 meters, you feel like you're being watched.

The flying ban was actually not a bad thing because here, a completely new chapter of journey began. We didn't want to simply lay out our gliders and gain altitude with the help of nature's forces. Instead, we wanted another form of high altitude experience - but we really wanted to fly down from the Muztagh Ata. As a paraglider designer, I really wanted to find out if skywalk's new TONIC x-wing has enough reserves to let me fly safely back to the valley in demanding alpine conditions. But first we had work to do. We had two weeks to get used to the altitude, to set up three base camps,

and to climb to the summit. For us it was a question of honor that we would carry our own equipment up and down the mountain without the help of sherpas. Many climbers focus only on summiting and not on how they reach the summit. The best negative example of this is the commercialization of Mount Everest.

After eight days of climbing back and forth between the base camp and camp II at 6200 meters, we had the feeling that we were acclimated. After two more days of rest we thought we were ready to »storm the summit«. The word »storm« is a misnomer. To climb the 3300 meters from the base camp to the summit, you need four days – so about 700 times more than for the altitude gain that our paragliders needed in the Hunza Valley.

The climb to base camp III at 6800 meters was no problem during good weather. Returning to our tents at 6pm, we felt highly motivated. The next day will be our summit

day! The time-consuming procedures of melting snow and boiling water have become routine and the constant headaches are now easier to ignore. But soon it began to snow, and continued throughout the night until the following morning at eight. I probably only slept a few hours. The rest of the time I thought about how much new fallen snow would await us the next day and whether we would have a chance to climb the remaining 700 vertical meters and three hiking kilometers to the summit.

When we woke up, I was actually convinced that we should turn around. Looking out of the tent I saw a lot of new snow, but also great weather! We decided to make an attempt and to make a track with our skis in the direction of the summit. But after

three hours we had only managed 200 vertical meters. It became clear to me that we wouldn't reach the summit today – too much newly fallen snow, too little time, and too few people to rotate during the energy-sapping tracking.

I laid out the TONIC in the snow and, from 7000 meters, managed a perfect launch on skis. To avoid discussions with government officials in the valley, I landed near camp I. What a surreal feeling, after only 20 minutes to be back there where I began days before.

My climber buddies wanted to climb as far as possible and continued on. But after another 200 vertical meters and five hours later, they too paid tribute to the heavy snow. With the touring skis, they reached base camp just before sundown, where I was waiting for them.




>> Base camp II at 6200 m - a misanthropical desert of ice and snow - and yet of unbridled power and indescribable beauty..

>> An unforgettable moment: The flight from Muztagh Ata

What remains

John Silvester was right when he said that the paraglider is opening a world that used to be reserved for only the most motivated mountain climbers. But is it right to make this comparison? Flying among the highest mountains in the world creates new birds-eye views of an incredible world that even mountain climbers never get to see. Even

the most powerful helicopter can't make it up this high. Despite this, I still want the alpine experience. I didn't really experience the world until I attempted to climb one of the 7000 meters peaks of the Himalayas - an experience that a quick ascent with a paraglider doesn't give you. Time will tell which memory remains longer. In any case, mountain climbers who paraglide have the advantage of deciding how they wish to experience their highs... 

Detailed information, photos and links to the Red Bull video documentaries are available here: <http://www.experiencechallenges.com/>



The **TONIC** proved its value on Muztagh Ata not just with its low

weight compact size. Because this 7000 meter mountain gets flatter as you climb, you need a good glide ratio just to get into the air. At the same time your speed range has to be wide enough so that you can still launch and land in high winds.

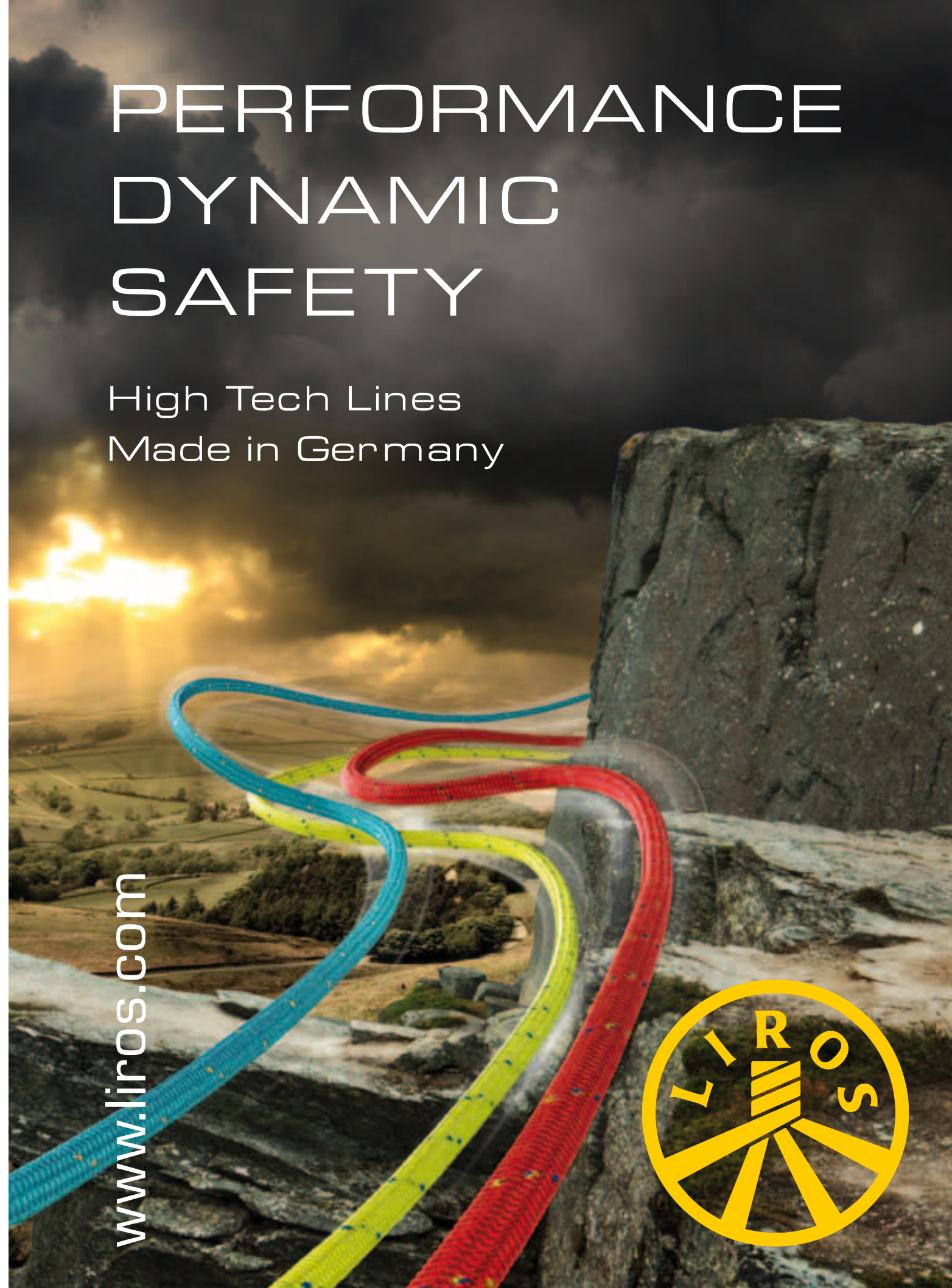


First choice - the **CAYENNE**. Paul knew what to expect when flying in the Himalayas. To prepare for all the possible

and impossible conditions, he knew that he needed a glider with top performance and a high degree of passive safety. After all, he also wanted to film and photograph the breathtaking landscape - and occasionally fly with his hands in the brakes.

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ARRIBA2 Hike & Fly with Paul Guschlbauer

Do you want to improve your Hike & Fly skills and at the same time hear everything about the Red Bull X-Alps? The interest in skywalk's competition »ARRIBA2 – Hike & Fly with Paul Guschlbauer« was enormous, but unfortunately there were only six slots to win.

Text: Armin Graf
Photos: Wolfgang Ehn



>> Armin Graf, a Swiss citizen, made a good impression during the Challenge with his congenial personality and his impressive flying skills. In 2013, Armin will be a skywalk team pilot.

What can I expect in the next two days? What sort of adventure have I gotten myself into? During the five-hour drive from Grasswil in Switzerland to Grassau in Germany, I had plenty of time to think about it. Just two weeks ago I applied to become a skywalk team pilot. So it was a nice surprise when Sara invited me to spend a weekend with the winners of the »ARRIBA2 – Hike & Fly with Paul Guschlbauer Competition«. Three of the winners had canceled on short notice due to illness and a mountain biking accident. Bad luck for them, good luck for me! As a candidate

to become a skywalk team pilot I was given the chance to participate in the Challenge.

It's the middle of September – a beautiful late summer day. On the final stretch of autobahn between Munich and the Chiemsee lake I observe the first cumulus clouds forming over the Bavarian foothills. At skywalk headquarters I'm greeted by Sara and Paul, as well as Andreas, Tobias and Reinhold, the winners of the Hike & Fly event. Joining us as well is skywalk's photographer Wolfgang Ehn who is taking the remaining slot and who will photo-doc-

ument the weekend. Looking at the clouds it becomes clear that we have no time to lose. We head for Tyrol in Austria in the fully loaded skywalk van. Sara has made some last minute changes to the program. The first milestone is to reach the launch site at the Hohe Salve as quickly as possible according to the weekend's motto: in Hike & fly mode. Our goal is to look over the shoulder of Paul Guschlbauer, who placed third in the last Red Bull X-Alps.

When we see a few gliders circling near the launch site, we unconsciously increase our marching tempo. Paul speeds up the pace, but not enough to overstrain us. After all, we still need the energy to reach our day's goal: the Riedel Hut on the Wilder Kaiser. At the summit of the Hohe Salve, Paul suggests several routes to tackle the task. But in the meantime we've lower our expectations for the flight. The gliders we observed earlier are now just tiny dots against the floor of the valley. The flying conditions seem to have worsened, so we quickly get ready to launch. I kite up my ARRIBA2, take off, and glide over to the first trigger point where I manage to find an up-draft to soar in. Andreas, Tobias, Reinhold, Paul and Wolfgang decide otherwise and fly far out into the valley to look for usable thermals. Both ways

»An der Riedlhütte hatten wir am Vortag einen schönen Hang zum Starten ausgemacht«

lead to success. By concentrating, we're able to take advantage of the thermals that at first seemed to be weakening. The ARRIBA2 supports our efforts with its great climbing performance. The tedious struggle for every vertical meter becomes easier and we are soon rewarded with a

breathtaking view of the autumnal landscape of the Kitzbühel Alps and the Kaiser Mountains.

As soon as we reach could base, we head off together on our first XC leg, remembering that our goal is to fly a lot and hike only a little! Patiently we work our way along the low cloud base to the Astberg, and then turn to make a long transition to the south slope of the Wilder Kaiser. The clouds look more promising there, but unfortunately we don't find any usable thermals. We have no other choice than to glide into the valley and land. Sara shows us some compassion by picking up the stranded X-Alps novices at the landing site in Stangl in the van and driving us to the golf course in Ellmau. I don't even need to mention that Paul was the only one of us who reached the designated goal "18th Hole" in the air...

After a short refreshment break we drive the short distance back to the beginning of the Wilder Kaiser hiking trail. We reach our day's goal, the Riedl Hut, in just over an hour. The hike up is anything but boring as each of us philosophizes about the day's experiences. The Riedl Hut is nestled in a beautiful mountain landscape at the foot of the steep walls of the Wilder Kaiser. That's enough for today! Sabine, the hut's friendly hostess, prepares us a fantastic dinner while we listen to Paul and Sara tell about their experiences in the X-Alps 2011. It's incredible what the team went through – and I already feel tired after just one day! Soon I go to bed to be fit for the next day.



>> Launching together from the Hohe Salve.



The weather report was right and the next morning is no surprise. It's cold and wet, but despite that we're in a good mood. Our plan for the day is to climb up to the Grutten Hut and from there to fly to St. Johann. That should be possible even in these conditions. But drizzle and fog keep us from even thinking about launching. When the weather finally calms down, we leave the Grutten Hut and climb up the remaining 150 vertical meters to a suitable launch site. The weather has improved, but the wind is still a problem and it doesn't like things are going to change in the next few hours. Paul decides to return to the Riedl Hut where we had spied a slope the day before that might be a good launch site. Situations like this are what it's all about in Hike & Fly and are help to make paragliding so interesting.

Then suddenly, the reward! Flyable conditions – even the sun, for joy, shows his head. It feels great as we glide together into the valley at the end of our Hike & Fly weekend. A fantastic adventure full of new impressions comes to an end! ☑

>> Dinner at the Riedel Hut.



>> X-Alps Feeling. Paul explains the reasons for his decisions.

*How the air really feel?
How does it smell? What is special about moving through the air like a bird? Moving pictures can capture all of these special moments, so back in 2010, skywalk launched the skywalk Video Competition.*



skywalk video competition 2012

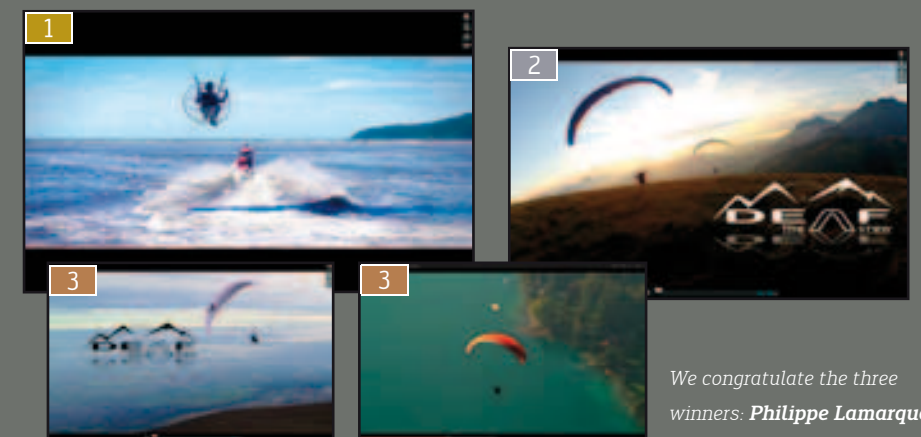
Once again it was a difficult decision to select a winner from the submitted videos. Thanks to all who participated.

Skywalk wanted to offer fans of the brand a platform for their self-made vacation, FUN and acro videos. During the evaluation each year we are always surprised by how much passion you show when you let us look into your personal world of paragliding. The videos of the skywalk Video Competition 2012 once again show how multifaceted our sport is. The winner of the 2012 competition is »Para-dise« by Philippe Lamarque – a particularly unusual film about flying near the sea with impressive images.

See your vids in 2013!

skywalk will once again put on the Video Competition in 2013. The best videos will be awarded prizes with a value of €4000. To give our filmmakers an even bigger platform, this year skywalk will post each entry on our Facebook page. The winners will be announced onstage during the Thermik trade fair in 2014. We look forward to seeing your films and hope you have a lot of FUN making them.

>> The eligibility requirements are simple. How it works are what the rules are you can find out here: <http://www.skywalk.info/skywalk/video-competition>.



We congratulate the three winners: **Philippe Lamarque, Jeff Ambrose and Joao Noir.**

Jeff and Joao share third place with the same number of points. Jeff was able to garner second place by winning a few more points with a second clip.



QR-Code scannen und Ihr kommt direkt auf die Video-Competition Seite

Winners of the skywalk Video Competition 2012

Platz	YouTube /Vimeo Titel
1	skywalk Video Competition 2012 – PARA-DISE! (Philippe Lamarque)
2	skywalk Video Competition 2012 – The Western Alps (Jeff Ambrose)
3	skywalk Video Competition 2012 – October in Annecy (Joao Noir)
3	skywalk Video Competition 2012 – Paragliding Maui (Jeff Ambrose)



TRAVEL ALLOWANCE

XC Flying for a Good Cause

Few pilots likely receive a travel allowance from their employer. Even more reason for skywalk to chip in for its best XC pilots on the occasion of our tenth anniversary.

Text: Sara Gudelius

Photos: Klaus Santner and Patrick Track

In the past ten years, skywalk has grown into a company of 45 employees with its three brands skywalk Paragliders, Flysurfer Kiteboarding and X-Gloo Event Tents. In the Bavarian village of Grassau, the local council counts on the regular tax money generated at the headquarters. But more important to founders Thomas Allertseder and Manfred Kistler is the acceptance of skywalk by customers around the world.

The company's top selling »department« is skywalk Paragliders. Most of its success depends on the pilots that each year decide to purchase their paragliders, harnesses and accessories

Flying for a Good Cause

For several years, skywalk has supported the project »Flying for a Classroom«. The goal of this project, initiated in 2007 by skywalk team pilot Ralph Schloeffel, is to improve the educational opportunities of African children. About 45 million boys and girls in Africa can't attend school for financial reasons. The fact that every second child doesn't have the chance to learn reading, writing and arithmetic is both a cause and a result of poverty in many African countries. According to Nelson Mandela, the former South African president, »Education is the gateway to freedom, democracy and development«.

By helping people to help themselves, »Flying for a Classroom« wants to contribute to improve the situation. Donated money is used to purchase services for building schools. In recent years, Ralph Schloeffel has managed to raise thousands of euros.

To promote the project, in 2012 skywalk launched the initiative »10 für 100«. For every flight of more 100 kilometers flown with a CAYENNE4, skywalk donated ten euros. At the end of the year, the money was donated to »Flying for a Classroom«. All flights were listed on the skywalk homepage and many can still be viewed on XC server www.xcontest.org. In this way, skywalk also created a competitive platform for all CAYENNE4 pilots.

»10 für 100« also gave skywalk a good opportunity to see how the CAYENNE4 performed in various XC competition around



>> Klaus Santner is in the mood to donate...

the world. When skywalk launched the CAYENNE4 promptly at the beginning of the 2012 XC season, the company was certain that it had the optimal wing for ambitious XC pilots in its portfolio.

Full Donation Account

Klaus Santner, a skywalk team pilot from Austria, was one of the pilots who »donated« the most. He managed six flights over 100 kilometers, including a 172 kilometer triangle from the Schöckl, his home mountain in Graz. »I began the 2012 season on a POISON3. During one

of my first XC flights in spring, I met Paul Guschlbauer and got my first look at the CAYENNE4 – mostly from behind! Admittedly, Paul could have beaten me with a MESCAL – but it quickly became clear to me that a faster glider with a higher classification doesn't necessary get you further. Stepping »down« to the CAYENNE4 was actually a step up for me – I now use the speed bar more often and can concentrate more on other things. For example, just flying straight ahead hands-free makes me more conscious of just how awesome this sport is!«



>> Trigger point, where art thou...?

For long XC flights in the flatlands, you have to learn to »read« the clouds and terrain. Over the years, Patrick Track has become a master of this art form.

>> Patrick with his CAYENNE4

on the way to his next 100km flight...

Patrick Track from Germany also submitted six flights over 100 kilometers. »Pushing personal limits, seeking out new challenges, or just being in the air for training – these are my motivations. Here in the flatlands it isn't so easy to hit the magic 100 kilometers, so I'm even happier every time I fly 100 plus. The feeling of cranking back up to cloud base in the evening after six hours of airtime, and then gently gliding

down - is just unbelievable. The skywalk initiative »Flying for a Classroom« is another incentive that keeps me motivated.« Our Polish team pilot Krzysztof Caputa was the most successful CAYENNE4 pilot for »Flying for a Classroom«. He really earned his XC travel allowance – even if it didn't flow into the gas tank of his car, but rather into the donation account. Krzysztof flew his 16 flights over 100 kilometers in five countries

- in Poland, Slovenia, Slovakia, Austria and Italy. When the initiative ended on November 30, 2012, 17,600 kilometers were registered on the »Flying for a Classroom« odometer. 75 CAYENNE4 pilot reported a total of 176 XC flights of more than 100 kilometers. That enabled us to present Ralph Schloeffel with a check for €2000 (we added a few more euros on top because after all, it's for a good cause). ☑

THE TOP 12 SCORERS

Name	Country	Flights ≥ 100 km
Krzysztof Caputa	PL	16
Oliver Teubert	D	7
Hans Walcher	D	7
Fabio Stallivieri	BRA	7
Achim Warbruck	D	7
Patrick Track	D	6
Klaus Santner	A	6
Fabio Boaretti dos Santos	BRA	5
Zoltan Komar	HU	4
Reiner Braun	D	4
Joachim Blum	D	4
Günther Bislin	CH	4



>> Ralph Schloeffel, the friendly skywalk team pilot, is the initiator of the project »Flying for a Classroom«.

You can find out more about the project: »Flying for a Classroom« on our website at www.skywalk.info or www.fliegen-fuer-ein-klassenzimmer.de



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The Postman Always Rings Times ...

Markus Pscherer works as a tandem pilot in Austria's Ziller Valley, so during the season he has little time to fly on his own. That's why he was delighted when, on one of the last warm days in October, his brand-new CAYENNE4 arrived by post.

»Like a kid at Christmas, I opened the package containing my new glider, a CAYENNE4 in custom green. The Ziller Valley was fogged in, but that didn't matter, because that means there's not much to do in the flight school and I can take some time off. Together with Marc, we head up the Melchboden, our home mountain. If the launch site and practice slope are above the fog, you can fly safely. As we pass through 1300 meters, the sun begins to shine. It's hard to believe, but up here we have t-shirt weather – and best of all, my new wing is in the back of the car! At the Melchboden, we first head to the flat hang glider launch. This site is perfect to test a brand-new glider.

As I remove the compression band, I find a note: »This glider was checked again before delivery.« Great service from skywalk – I don't know any other manufacturer that does that.

I give my new wing a good looking over and kite it up a few times. The CAYENNE4 inflates right away and rises eagerly. Everything looks fine. So, off to the launch site! The launch has enough room for about eight steps before you reach the edge, so you have to be flying by then. Not exactly easy with zero wind. I hook in, make one last check, pull lightly on the A-risers, and after three steps the wing is perched perfectly over my head. I step on the gas and in no time I'm in the air. Just after takeoff I'm high enough to turn left and circle a few times over the parking lot. There is plenty of altitude between me and the practice slope to get used to my new wing. I fly for a full 20 minutes,

then land. Marc, who launched before me, has been waiting for a while. He has already found someone who offered to drive us back up. At the Hotel Roswitha we meet Arne, who is testing new gliders with skywalk developers in the Ziller Valley. Arne is always friendly and relaxed, and offers me a few insider tips.


Back at the Melchboden it quickly becomes clear – the conditions could get really thermally today! To be safe, we climb another 100 vertical meters. Unfortunately, the wind is less than ideal at this steep launch site. I take my time, letting the CAYENNE4 kite up and fall back down a few times. No need

*»Mein erster Eindruck:
Der CAYENNE4 hat eine
super Gleitleistung
und ist sehr schnell!«*

to take a risk. Soon the wind changes direction and I pull the wing up again. Once again, the CAYENNE4 is perched steadily overhead, ready to fly. I twist out, take one step, and I'm flying! Right away my vario starts beeping. It's a cool autumn day, but damn!, I forget to zip my jacket! After a ten-minute struggle, my jacket is zipped. As a thank you I take a small collapse, but the CAYENNE4 remains stable and doesn't tuck as the collapse snaps open by itself. My trust continues to grow and, as I climb to 2500 meters, it starts to get REALLY cold. My fingers are numb and my GPS batteries are running low, but I don't care. I decide to go for some distance and set course for the Rastkogel Hut. Over Mayrhofen the fog gradually begins to lift. To the south, the Hintertux glacier glows against the background of the main Alpine ridge. The CAYENNE4's performance is fantastic and I decide to make the glacier my goal today. To gain maximum altitude, I head back to the

Melchboden and climb in the thermals over the Schafskopf peak. Heading out, I fly past the face of the peak one last time without losing altitude. Further back in the valley strong thermals with 3 m/s climb rate carry me through 2600 meters. Only ten kilometers left till Hintertux – I should be able to manage that!

My GPS has long since given up the ghost and now my mobile phone is bugging me. Marc will probably want to know where I am. But instead it's Manfred, my boss. He has a tandem passenger and wants to me to come to the flight school right away. Damn! With a heavy heart I leave the thermals and glide down toward Mayrhofen. I ignore Penken mountain on my left and glide right past the Melchboden, too. What great glide performance – a major gain over previous intermediates! Over the last fog patches I approach Mayrhofen. I'm still 1000 meters over the landing site and have a lot of altitude to destroy. »Where have you been?« barks Manfred after I land. »The tandem wing is already in the bus!« I try to hide my grin and steal a peak at the flight time on my vario: 1 hour, 54 minutes.

What did I learn from this flight? Always dress warmly when you fly the new CAYENNE4 – because it might be a long time before you get back down! Also, zip up before you launch, make sure your GPS has fresh batteries, and most of all, look to see who is calling before answering your mobile phone...;-) 

*>> Markus Pscherer
im Testflug-Selbstportrait*



SKYWALKing around the world



Big in Japan

Tez Sato has been flying since the early days of paragliding and has been skywalk's exclusive importer in Japan since 2003. We talked with him about the Japanese market.

▲: Japan is a special market for flying sports. Why is that?

The Japanese market is the largest in Asia. The majority of the 30,000 paraglider pilots live here. For this reason, Japan has a strong presence in Asia.

▲: What current challenges are you facing?

Our economy is in rough shape right now – we have the same problems as other countries that have to assert themselves on the world market. The paraglider market is shrinking because young people are spending their money on computers and computer games. Currently there are around 8000 active hang glider and paraglider pilots. Many flight schools are old-fashioned in terms of their training methods, but also the way they communicate. The young flight instructor generation is already going its own way – we have to learn to get people excited about paragliding again.

▲: Why did you decide to become the importer for skywalk?

skywalk continues to set new standards in research and has an innovative development team with an open way of thinking. That impressed me back then and still does today. The first-rate team and communication skills are important for a good basis of trust. When I took over as skywalk importer in 2003, the brand was completely unknown here. The greatest challenge was to establish the brand name. There were already many well-known and trusted manufacturers and importers, so I had to emphasize quality and with that I was able to prevail.

▲: What advice do you have for pilots who want to visit Japan?

Up to now, foreign pilots have visited Japan's flying sites only rarely. Usually it is people who are on a business trip here and have brought their glider with them. In recent years, however, there has been an increasing number of organized paraglider tours. Although Japan doesn't have many tall mountains, we still have plenty of flying sites. As islanders, we Japanese aren't always used to speaking to foreigners, but people here are friendly and always helpful.

▲: Your insider tip?

A few sites are not to be missed. One of them is the »Asigari Flying Site«. There you can fly along the Fujisan, an impressive volcano and the highest mountain in Japan. If you contact me, I'm always happy to help out and give advice.



>> Tez in Japanese airspace

Between Occident and Orient

Abdullah Yildiz is one of the best-known pilots in Turkey. Since 2011 he is skywalk's importer for the rapidly growing country located between Europe and Asia.

▲: Abdullah, tell us a little about Turkey.

Turkey has developed to become the center of flying sports in the Middle East. Currently we have about 3000 truly active paraglider pilots, but over 10,000 Turks have at least some flying experience. The market has grown five-fold in the last five years. This trend will continue in the next years and Turkey will belong to the top 10 countries in the world.

▲: What brought you to paragliding?

I started flying in 2002 in a beginner's course. Although I was only 18, I quickly felt that this was my passion. My goal was to become a professional pilot. After I got my instructor license, I began selling paragliders in 2009. I've been flying in World Cup events since 2006 and I'm a member of the Turkish national team.

▲: You sell skywalk gliders – why?

For me, quality and safety are the two most important aspects of flying sports. skywalk unites both of these aspects. What skywalk also distinguishes and what is also important for me, is cleverness and service. skywalk has never let me down and always supports me wherever possible.

▲: How did your first few years as importer go?

For our flight school, selling paragliders wasn't our main focus, but then more and more people began wanting everything from a single source. They wanted to have a contact who satisfies all of their wishes. As an importer, you face a lot of challenges because in addition to recruiting new customers, you also have to build relationships with other dealers or flight schools. I learned a lot in my first year as an importer – I had to learn a lot about the market and especially about importing and selling. While I had solid knowledge in all areas of the equipment, I still had difficulties reaching customers. I was only known as a flight instructor and competitive pilot and it took a year before people learned that my flight school also does a good job as an importer.

▲: What is so special about the Turkish paraglider market?

Turkey is a big country and I still have a lot to do! Currently I am investing a lot of time and money in marketing and sales.

▲: Getting back to you, what are your favorite flying sites?

For me, it's the well-known Babadag over the Bay of Ölüdeniz. A 1950-meter high



launch site direct on the Mediterranean Sea – you won't find that anywhere else! Every pilot must experience a flight from Babadag at sunset. The panorama is one-of-a-kind!

▲: What other regions can you recommend?

Actually, it's pretty easy to fly in Turkey. Almost every city has a meeting place where local pilots are willing to help you. In the meantime there are lots of organized paragliding tours. Foreign organizers in particular have done a great job – Kayseri, for example.

▲: And your insider tip?

In the southern part of Turkey you'll find thermals all year round. An interesting alternative in the winter is flying a powered paraglider and admiring the snow-covered mountains in the north.



>> Ottoman classroom.

Hanging by a Silk Thread

LIROS is considered to be one of the most innovative manufacturers of lines for paragliders and kites. So it's no wonder where skywalk sources its lines ...



Text: Christoph Kirsch
Photos: Liros

»Paraglider development has long been exhausted« - this remark is as old as the paraglider itself - now more than 25 years. Amazingly, developers around the globe make huge progress with each new model - sometimes even quantum leaps. Improving performance and handling are naturally their focus, but also optimizing safety and increasing durability play an important role. To reach their goals, designers pull out all the technical stops. Lines get a lot of attention because the high aerodynamic quality of modern paragliders demands tight tolerances.

Especially in demand are lines with a very high tensile strength and the smallest possible diameter. During cutting and quality tests, strain and diameter measurements are made down to two decimal places.

Made in Bavaria

The development and production of ropes and lines for industrial use and outdoor sports has made enormous progress in recent years. Paraglider lines are among the most demanding products because the life of the customer hangs on them in the truest sense of the word. One of the drivers of this innovation is the German company LIROS.

LIROS was founded back in 1854 as a »factory for agricultural ropes and twine«



in Berg, a small village in northern Bavaria. Today, technical ropes and lines from this traditional company are employed in the automotive industry, sail on ships around the world, or fly through the air with paragliders. In several locations in Germany, about 200 employees use highly modern machinery to braid and refine several million meters of innovative ropes, cords and lines annually for customers around the world. LIROS' motto is »Unlimited Rope Solutions« - the company claims to offer solutions for all rope requirements. This is made possible by a high degree of flexibility in production, the use of the most modern equipment, and a warehouse full of continuously available raw materials.

LIROS uses only the highest quality synthetic yarn. One of the first production steps is the so-called braiding with twist-

ing machines. This gives the yarn a twist - a prerequisite to ensure a consistent diameter and also to make the end product more abrasion resistant.

Because development in fiber technology is slow, the characteristics of the manufactured raw yarn play an increasingly important role. The heart of LIROS is the new R&D lab in the newly build production hall at the headquarters in Berg. Thermosetting machines developed by LIROS are the basis for the company's own LIROS-HEAT-STRETCH-SYSTEM, which optimizes line extensibility and diameter. By stretching the lines under thermal influence, predefined stretch and resilience parameters can be realized exactly. For pilots, this means higher performance with maximum safety.

One of the most important factors for later characteristics of the material is the coating. Developed by LIROS in 2011, LCS-Coating minimizes abrasion and improves the resistance to bending fatigue of paraglider lines. In addition, the LSC-Coating protects the lines from UV radiation.

Used for the first time in skywalk's CAY-ENNE4 and now also in the new CHILI3, the LIROS LTC-lines represent the newest technology in unsheathed competition lines. The unique Double Way Coating (the coating of the Technora fibers prior to the braiding process) enables even higher residual strength, bending resistance and UV stability. In daily use, pilots profit additionally from a more pleasant line handling thanks to a considerable reduction




in the snarling tendency of the LTC lines. The surface is smoother, so the lines are easier to sort.

Joint Development

Quality is the top priority for both skywalk and LIROS alike. All LIROS products are 100% »Made in Germany«. Certifications such as DIN EN 9001:2008 and Germanischer Lloyd stand for optimized processes. Ongoing employee training in the areas of materials and processing are further steps to elevate customer safety to the highest possible level.

Development never ceases. Requirements for precision during construction and man-



ufacturing are increasing, making it more and more important to use materials with characteristics that you can rely on during the entire lifecycle of a paraglider. To drive development, LIROS maintains a continuous and active discussion with its customers. LIROS works especially closely with skywalk – a partnership that provides an incentive for both to continuously improve processes and products. 

>> *In a state-of-the-art factory in northern Bavaria, LIROS manufactures ropes, cords and lines from well-known synthetic fibers and natural materials. 100% Made in Germany guarantees the best service and stable quality as well as perfect logistics to the advantage of our customers.*

Read more on the topic of lines in general and about LIROS in particular here: <http://www.liros.com/>

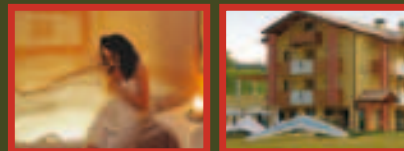
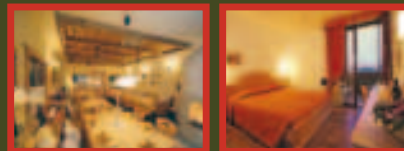
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Text: Manfred Kistler
Fotos: Wolfgang Ehn und Alex Höllwarth

CHILI3 Die besten Zutaten für ein scharfes Gericht!



Schön scharf muss ein Chili sein – da sind sich selbst Spitzenköche einig.

Für den brandneuen CHILI3 hat die skywalk Crew bewährte und neue Zutaten auf die Waage gelegt. Die Neuauflage des Klassikers ist bestens abgestimmt und setzt 2013 Maßstäbe bei Handling und Leistung.

Die EN-B Klasse gehört zu den am heißesten umkämpften Segmenten am Gleitschirmmarkt. Kein Wunder, denn mehr als die Hälfte aller Scheininhaber wählt ein Gerät dieser Klasse, um ihre persönliche Vision vom Fliegen umzusetzen. EN-B's sind DIE Schirme, die alles möglich machen: von Thermikflügen am Hausberg bis zu 200 Kilometer Dreiecken und mehr. Leichtgewichte unter den EN-B Geräten sind sogar bestens fürs Walk and Fly geeignet.

>> Im Bild zwei Protos - zwar schon mit fast finaler Kappe und Trimmung, aber noch nicht engültiger Farbgebung. Natürlich spielt auch die Optik eine nicht unerhebliche Rolle für die Kaufentscheidung, so werden bei den Prototypen auch Farbkombinationen getestet. Die jeweiligen Standardfarben legen wir erst ganz am Schluss fest.

Und täglich grüßt ...

Kein Wunder also, dass sich in der EN-B Klasse in den letzten Jahren enorm viel getan hat. Die Performance der Schirme ist förmlich explodiert und steht der Leistung reinrassiger Hochleister kaum nach. Gerade XC-Piloten entscheiden sich immer öfter für ein EN-B Gerät. Denn auf Strecke entscheidet nicht das letzte Quäntchen Endgeschwindigkeit, sondern auch nach vielen Stunden mit einem freien Kopf noch die richtige Entscheidung zu treffen. Entsprechend hoch hat skywalk die Messlatte für seinen neuen Allrounder CHILI3 gelegt.

Das Ziel: Der CHILI3 soll 2013 in seiner Klasse den Ton angeben. Die Herausforderung: Er soll die Sicherheitskriterien der EN-B trotzdem nicht ausreizen, sondern der skywalk Philosophie entsprechen und in der Mitte seiner Kategorie liegen.

Um die besten Eigenschaften seiner Vorgänger auf ein neues Niveau zu heben, hat das skywalk R & D Team um Projektleiter Alex Höllwarth nur die besten Zutaten verwendet. Der CHILI1 hatte 2006 beim Handling Maßstäbe gesetzt, der 2010 erschienene Nachfolger CHILI2 bei der Leistung. Allerdings ging der CHILI2 nicht mehr so gut ums Eck, wofür skywalk von den Fans der Erstauflage – zu Recht – Kritik einstecken musste. Der Neue sollte also neben der Extraportion »mehr Leistung in allen Bereichen« weniger Steuerdruck haben, agiler im Handling sein, einen leichtgängigeren Beschleuniger bekommen und auch noch ein bisschen leichter werden als seine Vorgänger. Denn niedriges Kappengewicht hat einen positiven Einfluss auf das Start-

verhalten und den Extremflug, außerdem verwenden immer mehr Piloten ihren EN-B im Herbst als Hike and Fly Schirm.

Zu guter Letzt wollte skywalk Grafiker Rolf Rinklin auch beim grafischen Design wieder ein Zeichen setzen. Das mehrfarbige Untersegel des CHILI3 korrespondiert nun perfekt mit dem Obersegel. Weil Nähte im Segel das Flugverhalten beeinflussen, musste dies bei der Entwicklung von Anfang an berücksichtigt werden.

Downsizing

In der Automobilindustrie derzeit der große Trend, in der Gleitschirmindustrie eigentlich längst etabliert: Downsizing. In immer schnellerem Tempo transferieren BMW, Daimler und Co. Ausstattungsmerkmale und Technologien aus Luxuslimousinen und Sportwagen in die nächste Generation von Mittelklassefahrzeugen. Was beim Auto Spurhalteassistent, Einparkhilfe und kleine leistungsstarke Motoren, sind beim Gleitschirm Rigifoils, Miniribs und 3-Leinen Konzept. Zunächst bei Wettkampfschirmen und Hochleistern erprobt, sind viele dieser Features längst in die Serie eingezogen.

Pate bei der Entwicklung des CHILI3 stand der CAYENNE4, skywalks Sportklasseflügel, der 2012 die XC-Wertungen rund um den Globus dominiert hat. Der CAYENNE4 ist vollgepackt mit modernster Technologie, leistungsstark, leicht und äußerst ausgewogen zu fliegen. Eine seiner vielen positiven Eigenschaften ist das hervorragende Annehmen von Aufwinden und ihre direkte Umsetzung in Vortrieb. Um diesen Hochleister



>> Kurz vor Erteilung des Gütesiegels Ende 2012 waren dann auch die drei Standardfarbgebungen des CHILI3 klar. Obiges Bild zeigt eine davon. Sollte Deine Lieblings-Farbkombination nicht dabei sein, bieten wir Dir nach wie vor die Möglichkeit, Deinen ganz persönlichen, farblich individuell gestalteten Gleitschirm zu bestellen.

>> Das Ei und das Huhn...

Hier stellt sich jedoch nicht die Frage, was zuerst da war. Heutige, direkt für die Gleitschirmentwicklung programmierte Spezialprogramme helfen, die komplexen aerodynamischen Prozesse dieses Fluggeräts besser zu verstehen, zu berechnen und für sich zu nutzen.

Ein vor Jahren schon vorausgesagtes Ende der Entwicklung ist immer noch nicht abzusehen.



>> Ein aufwändig gestaltetes Innenleben und viele, auf den ersten Blick nicht sichtbare Detaillösungen machen einen Großteil des Gesamtergebnisses aus. Wir sind sehr zufrieden damit und sind uns sicher, der CHILI3 wird viele Freunde finden.



Effekt für den CHILI3 zu adaptieren, haben wir das CAYENNE4 Profil klassenspezifisch weiterentwickelt. Das Ergebnis ist ein noch geringerer Formwiderstand und eine noch höhere Stabilität. Die Reduzierung der Zellenzahl auf 51 erforderte auch eine Anpassung der hervorragenden Ballooningwerte. Diese definieren in Verbindung mit der Seilspannung die eigentliche Aufblähung des Segels und sind entscheidend für die Stabilität des Flügels und sein Verhalten bei Störungen. Für das agile, feine und reaktive Handling sorgen die gegenüber dem CAYENNE4 auf moderate 5,52 Punkte reduzierte Streckung und die erhöhte Kappenkrümmung.

Leistungsoptimierung

Einer der größten Leistungskiller bei Fluggeräten ist der Restwiderstand, für den vor allem die Leinen verantwortlich sind. Der CHILI3 ist als einer der ersten EN-B Schirme ein echter 3-Leiner mit nur zwei Stammleinen pro Leinenebene. Hält man das dünne Leinenbündel in der Hand, lässt sich der Leistungsgewinn regelrecht spüren! Ein weiterer Faktor für den Leistungssprung des CHILI3 sind die mit dem neuen Designinstrument »3D-Shaping« berechneten vorderen Obersegelteile. Die aus mehreren Stoffbahnen

zusammengesetzte Flügel Nase ermöglicht in Kombination mit den etablierten Rigi foils einen optimalen Strömungsverlauf an der Eintrittskante. Am Achterliek des CHILI3 optimieren die beim CAYENNE4 bewährten Miniribs und C-wires den Strömungsverlauf und die Formstabilität. Diese Features unterbinden ungewollte Kappenverformungen wie ein Hochschlagen des Achterlieks in Turbulenzen.

Während Rigi foils der Profilnase eine perfekte Kontur geben und zusätzlich beim Start die Öffnungen schön aufspannen, optimiert skywalks patentiertes JET FLAP System das Stall- und Landeverhalten. JET FLAPS verzögern die Strömungsablösung erheblich und erweitern dadurch den gesamten Grenzbereich. Zusammen mit dem neuen Profil sorgen die »Flaps« dafür, dass der CHILI3 steigt wie der sprichwörtliche Korken im Sprudel!

Materialien

Damit die Freude am Fliegen über die gesamte Lebensdauer erhalten bleibt, verwendet skywalk beim CHILI3 nur hochwertigste Materialien. Für die Rigi foils und C-wires verwendet skywalk einen besonders robusten und dennoch äußerst flexi-


blen Nylonfaden. Das Material bietet beste Formstabilität und ermöglicht dennoch, dass die Schirme auch auf herkömmliche Weise gepackt werden können ohne die Eintrittskante zu beschädigen.

Die flexiblen C-wires und Rigi foils in den skywalk Schirmen wirken sich auch positiv bei Extremflugmanövern wie großen Einklappern aus. Durch eine für den spezifischen Einsatz optimierte Materialwahl konnte skywalk das Gewicht des CHILI3 gegenüber seinem Vorgänger um 0,4 Kilo senken. Bei den Tüchern kommt Material von Porcher Marine und Dominico Tex mit Gewichten von 34g/m² bis 38g/m² zum Einsatz, bei den Leinen setzt skywalk einmal mehr auf Technologie von LIROS (s. Seite 34) aus Technora und Dyneema. Die höher beanspruchten Stammleinen sind gemantelt, die Galerieleinen unummantelt.

Zielgruppe

Die unzähligen Test- und Vergleichsflüge haben sich gelohnt. Der CHILI3 markiert leistungstechnisch die Spitze der Kategorie EN-B, fordert seine Piloten aber nicht darüber hinaus. Der Claim »Freude am Fliegen« ist hier kein Spruch ohne Inhalt, sondern wird dem CHILI3 absolut gerecht. Der CHILI3 richtet sich an ambitionierte Aufsteiger und

erfahrene Thermik- und Streckenpiloten, die den besten Kompromiss aus hoher Leistung und maximaler Sicherheit der EN-B Klasse suchen. Aber auch Rücksteiger aus höheren Kategorien kommen auf Ihre Kosten. Das direkte und ermüdungsfreie Handling lässt

keine Wünsche offen. Bleibt nur noch eines zu erwähnen: Dass der CHILI3 so gut abgestimmt ist, ist nicht selbstverständlich. Es ist ein Ergebnis der langjährigen Erfahrung des skywalk R & D-Teams und der akribischen Arbeit der Test Crew. 

Wie alle Modelle der aktuellen skywalk Palette wurde auch der CHILI3 ohne Faltleinen getestet und zugelassen – damit ist gewährleistet, dass der Pilot ein Produkt ohne Wenn und Aber erhält.

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Spoiled for Choice or the greatest freedom

Training, thermals, cross country, walk & fly, freestyle, motorglider or hybrid? The most important criterion when buying a glider is your personal ambition. Once you know what you want to do, the model to choose quickly can be identified. Here are a few points that you should consider in your purchase decision.

Certification

A common theme throughout this brochure: the paraglider is a highly specialized piece of sports equipment. Nothing else has so many degrees of freedom and nothing else demands such careful purchase advice. Once you have decided how you expect to use your glider, the certification levels provide the most important orientation during purchase. These levels are assigned to glider models after an extensive certification process.

Just like with many other products, a non-compulsory European Norm (»EN«) provides the customer with a rough overview of the glider's safety features.

EN 926 divides paragliders into these four categories:

- EN-A for beginners
- EN-B for occasional pilots
- EN-C for experienced pilots
- EN-D for competition pilots

These same classifications are used in Germany's prescribed LTF, the so-called »airworthiness requirements«. Differences

in the certification process are negligible. Most manufacturers offer gliders in all four EN/LTF categories: a »low level« glider is a wing that doesn't max out a category's limits. During the flight tests, many extreme maneuvers receive a grade in the lower categories. A »high level« glider is one that exhausts the limits of the certification category – with a clear tendency toward the next higher category.

Folding lines are additional lines attached to certain types of wing to help soften its collapse behavior. The attainable certification categories during relevant maneuvers such as side and front collapses are lower with the use of folding lines. In this case, the pilot can be fooled about the true safe behavior of the glider. Folding lines have never been used in the certification of skywalk gliders.

To make the purchase of a paraglider as transparent as possible, pictograms of every glider are included that highlight and explain the specific characteristics.

Technology

skywalk paragliders are full of clever technologies – from material with the aluminum coating »AEROFABRIX« to »mini-ribs« to »hybrid lines«. The pictograms on the following pages provide information about innovations in each wing. You can read an explanation for each pictogram in the column on the far right side of the page. There is one thing that all skywalk gliders have in common: our patented »JET FLAP« system that extends your speed range as you approach the stall point and improves climb performance!

You can find out more about our technologies at www.skywalk.info. We are happy to answer any further question by mail or telephone.

Did you know?



















All current skywalk paragliders were tested and certified without folding lines.

The table below presents our complete glider palette, with models divided by their suitability for certain pilot groups. This will help you decide which glider is the most appropriate for you.

Safety	Fun	Sport	Performance
Paragliders			
MESCAL ⁴	TEQUILA ³	ARRIBA ²	CHILI ³
			CAVENNE ⁴
			POISON ³
		JOIN'T ³	
Mini-wings			
	TONIC		TONKA
Hybrid wings			
	MOJITO.HY+		SCOTCH.HY

Despite all the norms and recommendations, a healthy and honest self-assessment is and remains the basis for safety and fun while flying. False vanity and exaggerated ambition often leads to unpleasant flying experiences that can permanently spoil the fun of flying. Only those who can cope with their glider will be happy in the element of air.

Pictogram Index:

-  **2 Plus 2:** The skywalk 2+2 guarantee covers material flaws or manufacturing errors and is valid for all certified (LTF or EN), privately used gliders. 2+2 is an extension of the legal 2-year guarantee.
-  **JET FLAP:** Enormous reserves as your speed approaches the stall point means better climb performance, especially in tight, strong thermals. The longer brake line travel extends your »green« range while flying.
-  **AEROFABRIX AL32:** Lightweight material with an aluminum coating: UV-resistant, light, high porosity values, exceedingly durable.
-  **Hybrid Lines:** Mix out of Aramid and Dyneema lines: high durability and marginal stretch, lighter, lower wind resistance.
-  **Rigifoil:** Nylon reinforcements in the leading edge: lower total weight, maintains the wing's shape, ensures constant ram air pressure, better launch and more docile extreme flight behavior.
-  **C-wires:** Nylon reinforcement over the C suspension point in the upper sail instead of lines: less resistance, more performance.
-  **Mini Ribs:** Doubling of the cell in the area of the trailing edge: increased shape stability, less resistance, more performance.
-  **3D-Shaping:** Fitting of an additional band: precisely shaped wing, less resistance, more performance.
-  **3 Line Levels:** 3 line levels without branching: reduces wind resistance and improves glide.
-  **Double-splice Technology:** Special process for higher load capacity at the line attachment points.
-  **2 Main Lines:** 2A, 2B, 2C lines per side and line level: fewer lines, less resistance, easier line sorting, more performance.
-  **Race Lines:** Unsheathed Aramid lines: kink and stretch resistant, lower wind resistance.
-  **Especially Robust Materials:** Use of special, long-life materials that maintain their characteristics even in hard use.
-  **Narrow Risers:** Use of narrow material for risers: less weight and wind resistance for more performance, but with somewhat more demanding handling.
-  **Convenient Risers:** Colored markings on risers: 5-point check und big ear flags make the preflight check easier and avoid confusion during the flight.
-  **Suitable for training:** Especially suitable for training and novice pilots: LTF/EN A or B certification, especially easy to launch, highest safety standard.
-  **For Lightweights:** Glider sizes for light pilots from about 40 kg body weight: small area, lower weight with the same safety and performance.
-  **Automatic De-sanding System:** Sewn-in holes in the stabilo. Sand and dirt trickle out automatically: protects the material, increases safety when flying in dunes.
-  **LOOPS & HOOKS:** Loops in the upper sail with tabs: makes launching in steep or slippery terrain easier or at all possible.



Der Wohlfühl-Kilometerfresser.

CHILI3

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



Your first 100 or 200 XC kilometers demand a special glider. Not to mention your first 200 km FAI triangle. You need excellent handling, good glide performance, especially against the wind, a high top speed and maximum stability. At the same time, a modern XC wing needs to convey a secure feeling to master the toughest thermals on long XC days, without having to worry about whether to use the speed bar. The CHILI3 is certified with EN-B, but boldly takes you into territory historically reserved for EN-C gliders. This is the result of new technologies such as C-wires and a new cell concept that helped us to reduce the overall line length by 25%. With the CHILI3, your highest goals are now within your reach. It's up to you!



Pilot target group
SAFETY FLB SPORT PERFORMANCE



	XXS	XS	S	M	L
Cells	51	51	51	51	51
Area flat in m ²	21,85	24,71	26,89	28,87	31,83
Wingspan flat in m	10,99	11,68	12,19	12,63	13,26
Aspect ratio flat	5,52	5,52	5,52	5,52	5,52
Glider weight in kg	5	5,3	5,6	5,9	6,2
Takeoff weight in kg from - to	55-75	70-90	80-100	90-110	100-130
Winch certified	yes	yes	yes	yes	yes



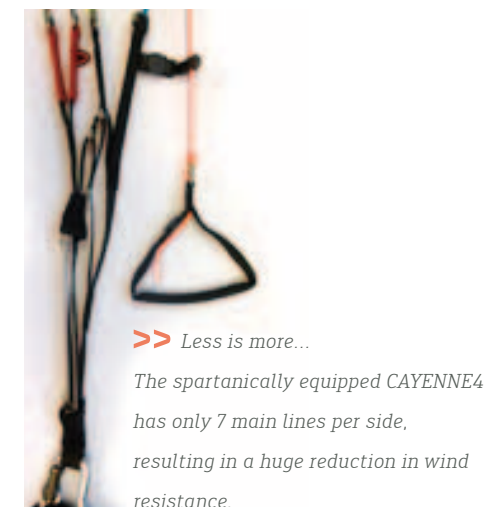
Auf allen Stockerln zu Hause.

CAYENNE4

JET FLAP sportster – LTF09: C | EN: C

- 1st Place DHV XC Serial Class**
Oliver Teubert
- 1st Place DHV XC Women's Serial Class**
Christin Kirst
- 1st Place Austrian Championship Juniors**
Klaus Santner
- 1st Place Italian League Sport Class**
Fabrizio de Donatis
- 1st Place Polish Champ. Serial Class**
Krzysztof Caputa
- 2nd Place German League Serial Class**
Reiner Braun

The results speak for themselves: never before has an EN-C glider stolen the show from so many comp wings! The reason? CAYENNE4 pilots can take advantage of 100% of the enormous performance potential of this purebred sport class wing. Contributing to this are the CAYENNE4's smooth speed system, high stability (also at high speeds), and astounding glide performance. The icing on the cake is its precise handling. Lots of pilots love the CAYENNE4 just for the wonderful wingovers you can fly with it...



Pilot target group
SAFETY FLB SPORT PERFORMANCE



	XS	S	M	L	XL
Cells	59	59	59	59	59
Area flat in m ²	21,80	24,48	26,73	28,30	29,48
Wingspan flat in m	11,55	12,24	12,80	13,16	13,44
Aspect ratio flat	6,13	6,13	6,13	6,13	6,13
Glider weight in kg	5	5,5	5,9	6,1	6,3
Takeoff weight in kg from - to	60-85	75-100	90-110	100-120	110-130
Winch certified	yes	yes	yes	yes	yes



Erfliegbare Hochleistung.

POISON3

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

When we introduced the POISON3 in 2011, it was the one of the highest performance wings on the market. That the POISON3 is still a top performer today is clear to skywalk team pilot Marco Exenberger: »I think there are a lot of pilots that would love to fly an EN-D glider because these wings are simply more agile and offer more performance than EN-B or EN-C gliders. But most pilots are unable to cope with the new 2-line EN-D gliders. I saw that last year in lots of competitions. They simply can't take advantage

of most of the performance these wings offer. Some are afraid to use the speed bar in thermal conditions, while it's easy to out-thermal others because they can't turn tightly enough. It's amazing how many pilots you can overtake in a task with the POISON3.« With the POISON3 you can still maintain your advantage in 2013 with its flyable performance and manageable extreme flight behavior, all wrapped up in a high quality package.

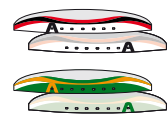


>> The clever and sophisticated single-line attachments make flying with the speed bar incomparably stable.

Pilot target group



Features

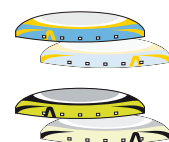


	XS	S	M	L	XL
Cells	69,00	69,00	69,00	69,00	69,00
Area flat in m ²	22,95	24,88	26,80	28,24	29,40
Wingspan flat in m	12,51	13,03	13,52	13,88	14,17
Aspect ratio flat	6,82	6,82	6,82	6,82	6,82
Glider weight in kg	5,20	5,60	5,90	6,10	6,30
Takeoff weight in kg from - to	70-90	80-100	90-110	100-120	110-130
Winch certified	yes	yes	yes	yes	yes

The JOIN'T3 has all the genes you need for two to fly together. The new skywalk tandem is exceptionally easy to launch, even in difficult conditions. The low control pressure and comfortable handling let

you fly for hours without tiring. Not only professional tandem pilots like the fact that it's easy to land - a result of its good flat-turning behavior. Even more, the XC fanatics who fly tandem will appreciate

its extraordinary performance. Top speed can be increased via trimmers. Where we saved was on weight - naturally without sacrificing quality and durability.



Features



Pilot target group



	S	M
Cells	49	49
Area flat in m ²	37,5	41,50
Wingspan flat in m	14,17	14,93
Aspect ratio flat	5,37	5,37
Glider weight in kg	7,9	8,9
Takeoff weight in kg from - to	100-195	140-225
Winch certified	yes	yes

Get high - zu zweit.

JOIN'T3

JET FLAP biplace – LTF09: B I EN: B



Das Zeug zum Dolomitenmann.

TONKA

JET FLAP alpine glider – LTF09: D I EN: D

Careful: the TONKA can be addictive! This 15 square meter wing offers experienced pilots a whole new kind of flying fun. Its high wing loading opens up new dimensions in dynamics and agility. The TONKA converts control inputs precisely and without delay. Tight turns and wing-overs are fun and playful as the dynamics build up. The TONKA's low weight and compact size means that you'll always have it with you for Hike & Fly, soaring in strong winds, or high up in the moun-

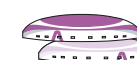
tains. It's easy launch characteristics, good glide performance and huge speed range make it your first choice for competitions like the Dolomitenmann. If you have the experience, let the TONKA be your ticket!



Features



Pilot target group



	15
Cells	44
Area flat in m ²	20,71
Wingspan flat in m	10,47
Aspect ratio flat	5,30
Glider weight in kg	3,3
Takeoff weight in kg from - to	56 - 105
Winch certified	yes



Zu schade zum Geradeausfliegen.

TONIC

JET FLAP x-wing – LTF09: C I EN: C



Once you've test flown it, the TONIC.16 will become your essential companion. The likelihood of getting airtime increases x-fold because this lightweight 16 square meter wing will always be with you - whether flying at your home site, for Hike & Fly, on vacation or at the soaring ridge. The huge speed range and high performance mean you can fly from practically every hill. And when the thermals kick in, be ready to climb. Fun ridge soaring or dynamic curves are easy to do with the brakes – the TONIC's roll damping offers the necessary safety margin for hobby pilots, too.

>> »Upside down you're turning me...«

Diana Ross wouldn't trust her eyesight if she saw how literally the TONIC takes her lyrics. Especially impressive is the wing's stability.



		16
Cells		26
Area flat in m ²		19,00
Wingspan in m		8,90
Aspect ratio flat		4,18
Glider weight in kg		3,1
Takeoff weight in kg from - to		56-105
Winch certified		yes

Features

Pilot target group

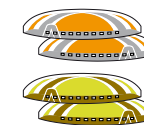
Stress-free flying. For hours and hours. With or without a motor. The MOJITO.HY+ is the ideal tool for all pilots who want just one glider for motorized and free flying, launching from a mountain or from the winch. The large safety margin makes the MOJITO.HY+ especially interesting for those new to motorized flying. The MOJITO.HY+ is certified for a wide range of motors. A new design with two new colors for 2013 make it even more attractive.

>> The risers of our hybrid glider feature trimmers and two harness connection points for motor or free flying.



Features

Pilot target group



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

Der Freerider unter den Motorschirmen.

SCOTCH.HY

JET FLAP motor & mountain-glider – LTF03: 1-2 I DULV



The SCOTCH.HY is a fun machine. With its agile handling, this hybrid glider can be flown extremely precisely in the mountains or in the flats with a motor. Like the MOJITO.HY+, the SCOTCH.HY is certified with a wide range of motors, giving the pilot an enormous selection from which to choose. The icing on the cake: new, fresh color schemes.

Features

Pilot target group



	M	L
Cells	51	51
Area flat in m ²	27,50	30,40
Wingspan flat in m	12,01	12,57
Aspect ratio flat	5,2	5,2
Glider weight in kg	6,3	6,9
Takeoff weight w/o motor LTF in kg from - to	90-110	105-130
Takeoff weight w/motor DULV in kg from - to	90-130	105-150
Winch certified	yes	yes
LTF - with closed trimmers	1-2 (110kg)	1-2 (130kg)



Der Allrounder mit dem Sicherheitsplus.

CULT 

cross over harness – LTF09 | max 120 kg



- > 17 cm foam protector
- > Optional side protectors
- > Automatic Speed System separation

The all-round harness CULT3 offers a 17 cm foam protector and optional side protectors for enhanced safety. In the case of a rescue toss, the CULT3 is equipped with an automate separation system for the leg stirrup that separates the speed system from the harness by means of a coupling. In size M, the CULT3 weighs just 4,6 kg. It is suitable for novices to beginning acro and XC pilots.

>> The Automatic Speed Separation system prevents the rescue chute from getting tangle with the leg stirrup.



	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	40x35	42x38
Weight in kg	4,4	4,5	4,6	4,7	4,8

Pilot target group

Highly functional, modern all-round harness for a wide range of pilots

Recommendation

Optional: M1 side protectors
Paraglider rucksack in size M



Leicht und sehr sicher.
Von Anfang an.

CULT 

lightweight harness – LTF09 | max 120 kg

- > Foam-air protector
- > T-bar system
- > Compact size

The CULT-Compact has been certified to the highest safety standard LTF09. It offers 100% protection even during the launch phase. This is made possible by its new protector, an innovative mix of foam,

air and Rigidfoil. The T-bar system on the leg straps offer additional protection to keep the pilot from falling out of the harness. Thanks to the use of lightweight materials, the CULT-C is suitable for all those who want less weight without sacrificing safety. At 3,6 kg in size M and with a space-saving, compact size, the CULT-C fits into any small rucksack.

>> In the opened position, the Rigidfoil offers additional protection in the 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

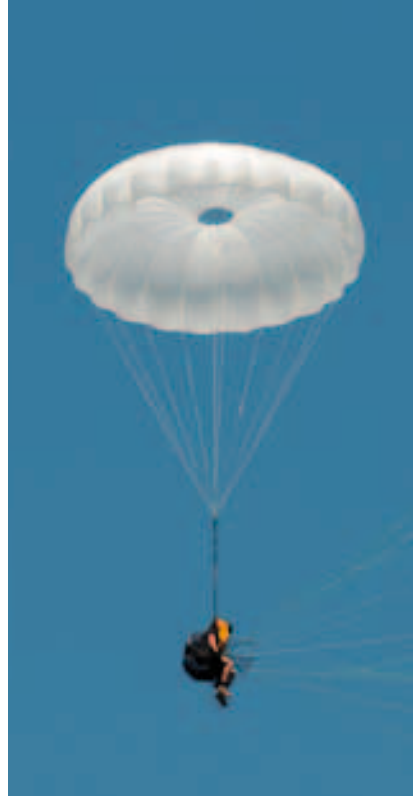
Highly functional, modern all-round harness for a wide range of pilots

Recommendation

Rucksack in size S

Im Falle eines Falles.
PEPPER2 LIGHT

When everything goes wrong, the rescue chute is the pilot's second chance. The PEPPER2 light features exceptionally low weight and fast deployment time. Its low sink rate of only 5 m/s (size M) and a high pendular stability are a result of about 30% more area versus other round parachutes.



	S	M	L
Area flat in m ²	26,90	34,20	40,00
Weight with deployment container in kg	1,3	1,6	1,9
Number of panels	20	20	20
Sink rate at certified load in m/s	5,07	5,03	5,13
EN certified maximum load in kg	80	100	120
EN certification	yes	yes	yes

Aufgewacht!
COFFEE TO GO CUP

The COFFEE TO GO CUP
Made out of high-quality porcelain. Equipped with a grippy elastic band and sealable lid, this cup is ideal for the car or office. Available in two colors: blue and beige.



SKYWALK
Web-Shop Price*
23,- €

Vielseitig. Angenehm.
POLO SHIRT

Our dark blue POLOSHIRT with its modern design is versatile and comfortable to wear because it's 100% cotton. Available in men's and ladies' styles in sizes XS – XXL.

SKYWALK
Web-Shop Price*
11,- €



Eine für alles.
SEQUENCE

The skywalk SEQUENCE sunglasses are especially comfortable to wear, thanks to their Grilamid frames with Soft Touch Coating. The UVA/-B absorbing lenses (CE Standard EN 1836) offer maximum protection.



SKYWALK
Web-Shop Price*
49,- €

Leicht. Winddicht.
Wasserdicht.
PACLITE JACKET

The skywalk PACLITE jacket is exceptionally light at 440g, so it's always with you as an extra layer for warmth or as protection against wind and rain. The hood is integrated into the collar. Sizes XS – XXL.

SKYWALK
Web-Shop Price*
139,- €



Drei in einer.
SKYWALK TEAMJACKET

SKYWALK
Web-Shop Price*
129,- €

With high-quality workmanship and a functional 3-layer technology, our soft shell TEAMJACKET is wind-proof, water resistant und breathable. Zippers under the arms let you control the ventilation. Sizes XS – XXL.

*shop.skywalk.info
incl. VAT, excl. shipping costs

Bei jedem Anlass
gut zu tragen.
**CEREMONY
SHIRT**

With our 100% cotton dark grey CEREMONYSHIRT printed with our blue/white skywalk logo, you're dressed well enough for the opera!
Sizes XS – XXL.

SKYWALK
Web-Shop Price*
19,- €



HIP BAG

Treuer Begleiter.

Our comfortable HIP BAG provides room for all those small but important things that you just can't do without. Thanks to its flexible material, this useful companion can easily be stowed anywhere.



SKYWALK
Web-Shop Price*
12,- €

Sturmhaube,
Halstuch, Haarband.
BANDANA

The skywalk BANDANA is a highly elastic, multifunctional scarf with lots of uses. As a balaclava, neckerchief, headscarf, hair band or hair tie, it's an essential pilot accessory. Now also available in the new CHILI3 blue.
One size fits all.



SKYWALK
Web-Shop Price*
19,- €



Besser als Muttis Kleiderschrank.
STORAGE BAG

The skywalk STORAGE BAG has breathable mesh and carrying-strap fasteners so you can store your paraglider safely in the non-flying season. The STORAGE BAG saves space and protects the material.

SKYWALK
Web-Shop Preis*
49,- €



Einfach packen.
SOFTBAG

Cell-on-cell, quick & simple. Our lightweight and practical SOFTBAG packsack supports cell-on-cell packing and provides additional protection to your paraglider.
One size fits all.

SKYWALK
Web-Shop Price*
79,- €



Alles dabei.

SKYWALK
Web-Shop Preis*
69,- €

COCKPIT

The skywalk COCKPIT has an angle adjustable flight deck, securing straps, a generously sized opening for cameras, and a padded case to protect your instruments during travel. Compatible with most harnesses.



Tragen leicht gemacht.
RUCKSACK

YKK zippers, tough Ripstop weave and a superbly supporting hip belt– the new skywalk RUCKSACK combines carrying comfort with quality materials. The volume can be compacted with tightening straps. The ergonomics are just right whether you're traveling lightly or fully loaded. Lots of additional pockets complete the package and make the RUCKSACK perfect for daily use.

Size S: 1,3 kg, 90l Size M: 1,5 kg, 170l

SKYWALK
Web-Shop Price*
119,- €

SKYWALK
Web-Shop Price*
129,- €

*shop.skywalk.info
incl. VAT, excl. shipping cost

Bestimmte Fragen tauchen einfach immer wieder auf. Hier wollen wir drei der am häufigsten auftretenden Themen für Euch kurz beleuchten.

Vorteile der JET FLAP Technologie

Beginnende Ablösungen werden sozusagen weggeblasen. (wie in der Rauchsimulation auf dem Bild zu sehen). Auf der Flügeloberseite tritt die beschleunigte und damit energiereiche Luft tangential zur Profiloberfläche aus und verhindert dort wirkungsvoll die Strömungsablösung.



Dort, wo durch den Einsatz der Bremsen eine starke Erhöhung der Profilwölbung erfolgt, will sich als erstes die Strömung ablösen, die Folge ist in der Regel zuerst Sackflug und dann Stall.

Genau dort setzt die JET FLAP an:

Die Luft wird vom Untersegel (Druckbereich) aufs Obersegel (Sogbereich) geleitet und dort ausgeblasen. Die Strömungsablösung wird verzögert, der Stall tritt später ein, die fliegbare Minimumspeed wird geringer und der Pilot hat mehr Anstellwinkelreserve. Gerade in den kritischen Phasen wie Start und Landung ist dies von erheblicher Bedeutung. Durch speziellen Segelschnitt kann man außerdem erreichen, dass sich der Flapkanal im Trimmflug weitgehend selbst verschließt und erst beim Anbremsen aufmacht. Das gewährleistet geringen Widerstand im Trimmflug. Deswegen setzten wir bei skywalk voll auf die JET FLAP Technologie.

Warum unterschiedliche Leinen?

Die richtige Leine mit dem optimalen Durchmesser an der richtigen Stelle einzusetzen, ist eine Herausforderung für die Gleitschirmentwickler – auch weil Gleitschirmleinen aus Sicherheitsgründen weit überdimensioniert eingesetzt werden, vor allem in Hinblick auf die Alterung oder punktuelle Spitzenlasten bei dynamischen Klappern. So finden sich auf der hintersten Ebene oft Stammleinen mit einer Nennfestigkeit von 200 kg oder mehr, obwohl die tatsächliche Last im stationären Flug nur wenige Kilogramm beträgt.

Die Eigenschaften der Gleitschirmleine bestimmt der geflochtene Kern (siehe »Am seidenen Faden«, Seite 34). Verwendet werden Kunststofffasern aus Aramid (Handelsname »Kevlar« oder »Technora«) oder Dyneema. Beide Materialien eignen sich aufgrund ihrer

hohen Reißfestigkeit, ihrer geringen Bruchdehnung und ihres geringen Gewichts hervorragend. Herausragende Eigenschaft von Aramid ist seine Längenkonstanz. Dyneema zeichnet sich vor allem durch hohe Knickstabilität und UV-Resistenz aus.

Idealer Anwendungsbereich für Dyneema sind daher Stammleinen der A-Ebene: sie werden häufig geknickt und sind stark belastet. Ideale Anwendungsfälle für Aramid finden sich entsprechend auf der C- oder D-Ebene. Sie werden nur selten geknickt und haben wenig Belastung. Das skywalk Entwicklungsteam setzt gezielt beide Leinenmaterialien mit unterschiedlichen Durchmessern ein. Dies garantiert ein Maximum an Haltbarkeit und Leistung.

Schirmgröße und Startgewicht?

Schulung, Thermikfliegen, Streckenfliegen oder Akro? Wichtigstes Kriterium beim Schirmkauf sind die persönlichen Ambitionen. Steht der Einsatzzweck fest, zählt vor allem die Flächenbelastung – und damit das Startgewicht. Das Startgewicht errechnet sich aus all dem, was ein Pilot dabei hat, sobald er in der Luft ist. Also dem Körpergewicht samt Kleidung und Schuhen, dem Schirm, Gurtzeug und Rettungsgerät, Accessoires wie Helm, Packsack, Vario, GPS, Telefon und Proviant. Eine Faustregel sagt: Startgewicht = Körpergewicht plus 15-20 kg. Ein Gang auf die Waage lohnt, oft wiegt der volle Packsack mehr als man denkt! skywalk empfiehlt, die Schirmgröße im oberen Bereich des Startgewichts zu wählen. Dies wirkt sich positiv auf Leistung und Stabilität aus. Wer zwischen zwei Größen steht und sich nicht sicher ist, testet am besten beide in Frage kommenden Größen. Am Ende sollte das Bauchgefühl entscheiden!

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THE SKYWALKERS

... almost like in real life

Recently at the edge of the Low Tatras ...

With regard to technical flight training and in the spirit of promoting convivial social interaction in our sport, organized paraglider trips have become a thoroughly welcome development. However, we advise pilots first to check the seriousness of individual providers.

So, you crazy sky stormers, welcome to Didi's performance course for advanced pilots. My two assistants Olga and Natalia will work with you on your technique over the next few days and are at your disposal in all matters with advice and assistance. About the bill - we'll take care of that at the end of the course. Gentlemen - get ready for a lot of fun!!

...oh yes, in case you happen to want to fly during the day, you can ask about that over at the cable car...



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