

# Easy does it



**Fun time in a Fresh Breeze XCitor.**

Most forms of flying have international competitions devoted to them, but paragliders, as yet, have failed to attract much sporting interest. There is a sound reason for this, for they appeal more to the romantic than the competitive; the average paraglider pilot is more likely to celebrate the scenery than demonstrate his daring.

**N**o aircraft is foolproof, but a paraglider must be the next best thing. The wing is virtually impossible to stall and there are really only two controls: the throttle which determines whether you climb or descend, and the brakes, one in each hand (or foot, depending on the arrangement of the controls), which slow down one side or the other to turn, or both sides to

flare for landing. Indeed, paragliders are so simple to fly that in some countries the hours required to get a license have been reduced.

Invented in the US in the early '80s, the paraglider's natural home is the open skies and light winds of the American continent. Strong tubular chassis lifted by big square wings and powerful engines became the norm, safety and simplicity the selling points. Speed came a poor third.

In this edition there remain plenty of paragliders answering this description, but numbers are down on a year ago, as the Light Sport Aircraft regulations force US manufacturers down one of three roads: 'professionalize' and make two-seaters, remain a cottage industry but make only single-seat ultralight-legal designs, or stop trading,

Instead, the focus of development has moved across the Atlantic. Five years ago, the paraglider was a rare sight in Europe except as an ultra lightweight bolt-on trike unit, basically just a set of wheels to attach to your paramotor.

These continue to gain popularity, and most paramotor makers now offer a means of converting their product to a paraglider.

Increasingly, however, manufacturers such as Airges and Fresh Breeze, to name but two, are mating elliptical wings to chassis which borrow from flexwing trike design to create bespoke paragliders with a useful turn of speed. A maximum of 90kph (56mph) is nothing special in the microlight world but offers a genuine go-places ability denied to the pilot of a traditional square-winged American design.

Does a market exist for these speedier machines? Or is 'low and slow' the whole raison d'être of the breed? The next few years will give us the answer, but in the meantime, enjoy the view!

**Norman Burr**

## CLASS OF REGULATION

Shows the lightest class of airworthiness regulation for which the aircraft is eligible. Does not necessarily indicate that certification has been achieved. See introduction to fixed-wing section for full explanation.

> Manufacturers, Importers and advertisers are indexed at the back of this publication.

For a full list of abbreviations and metric/imperial conversions, see p.6

### ABBREVIATIONS

EW	Empty weight, kilograms (1kg = 2.20 lb)
WS	Wing span, metres (1m = 3.28ft)
WA	Wing area, square metres (1m <sup>2</sup> = 10.8ft <sup>2</sup> )
TC	Tank capacity, litres (1 litre = 0.264gal(US), 0.220gal(imp))
Cert	Certification
Eng	Engine
HP	Horsepower (hp)
MTOW	Maximum all-up weight, kilograms (1kg = 2.20 lb)
St	Number of seats
Vmax	Maximum speed, kilometres per hour (1km/h = 0.622mph)
Vc	Cruising speed, kilometres per hour (1km/h = 0.622mph)
VsO	Stalling speed, kilometres per hour (1km/h = 0.622mph)
Vz	Climb rate, metres per second (1m/s = 197ft/min)
FC	Fuel consumption, litres per hour (1 l/h = 0.264gph(US), 0.220gph(imp))
Assembled	Assembled price
Kit	Kit price
Plan	Plan price

**Remember! This is an international publication, so all prices exclude local and national taxes, eg VAT and sales tax.**

## A.S.A.P.

The Steel Breeze range, of which the Mini Breeze is the solo offering, are quite different from the Summits and use a welded steel structure, though the tiller steering is common to both. Standard canopy is ASAP's own Mustang S-380 and the Mini Breeze is ultralight-legal in the US. A Rotax 503 is a \$1000 option.

US-UL

### AIRCRAFT SALES AND PARTS

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EW	WS	WA	TC	Cert	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
109	-	35.3	45	-	Rotax 447	40	249	1	56	40	-	3.0	-	-	\$ 10 595	-



Mini Breeze

## A.S.A.P.

Closely related to its solo brother, the Mini Breeze, the Steel Breeze looks at first sight like many other paraglider designs, but ASAP has put a lot of effort into detail design and quality control. The company is particularly proud of its four-point wing attachment, intended to give enhanced stability in flight. Several wings and engines are offered, but we detail it here with the standard wing, the S Series Mustang S-500, and a the Rotax 582 with E gearbox.

US-LSA

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EW	WS	WA	TC	Cert	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
159	-	46.4	38	-	Rotax 582	65	386	2	56	40	-	3.0	-	\$ 16 745	\$ 15 995	-



Steel Breeze 2-Place

## A.S.A.P.

The first North American paraglider with German certification, the Summit 2 added another feather to its cap in 2007: first to achieve LSLSA status. There's a range of five engines, all versions being built around a single large-diameter keel tube, with ground steering by tiller and air steering by sliding pedals, rather than the normal D-rings. We detail here the variant with B-gearbox, Rotax 582 and Mustang S-500 canopy. Kit prices start at US\$14,300 (Rotax 503) and peak at US\$26,000 (Rotax 912), with factory build a US\$950 option in all cases.

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EW	WS	WA	TC	Cert	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
141	-	46	53	S-LSA, VZ	Rotax 582	64	386	2	56	48	42	3.0	11	\$ 15 700	\$ 14 750	-



Summit II

## A.S.A.P.

Summit's single-seater follows the same design philosophy as its two-seat brother. Three engines are offered, starting with the Simonini Victor 1 at US\$9700 for a kit and moving up through Rotax 447 (detailed here with manual start and Mustang S380 canopy) and Rotax 503 (US\$11000, the most popular option). Factory build is a US\$950 option in all cases.

US-UL

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EW	WS	WA	TC	Cert	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
114	-	35.3	38	-	Rotax 447	40	249	1	48	45	-	2.0	-	\$ 10 950	\$ 10 000	-



Summit SS

## ADVENTURE

For 2008, Adventure's attractive paraglider has the option of a four-stroke Bailey 175 engine, in which form it is known as the Quattro. This version was developed in 2006 by UK importer Bailey Aviation, and has now been 'adopted' by the factory. Our price, photo and data refer to the standard FunFlyer, with Premium 2 wing and 24hp Tiger 160 engine, mated to a 130cm propeller. For heavier pilots (over 105kg) there's the FunFlyer S with Mini 2 engine. All models use a combined seat and tank unit, which also provides some stowage capacity. This is mounted on a stainless-steel chassis which features an adjustable wheelbase and, despite its low weight, the luxury of fibreglass suspension.

FAI-ML

### ADVENTURE

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EW	WS	WA	TC	Cert	Eng	HP	MTOW	St	Vmax	Vc	Vs0	Vz	FC	Assembled	Kit	Plan
50	11.9	29.9	25	-	Tiger 160	24	160	1	53	45	25	2.1	4.5	7 590 €	-	-



FunFlyer