

April - May 2014

International Paramotor Magazine

PARAMOTOR

42



ADVENTURES IN WONDERLAND

Flying through the looking glass over Mont Blanc, Machu Picchu and Tahiti



360 SNOWTIME

Ant and Tim Green have skis, paramotors and a wicked 360-degree camera in their winter-flying bag of tricks. We went along for the ride

MONT BLANC

“What do we call it? Paramotorski?” Ant Green mulls over what to call the winter tandem paramotoring adventures he and his brother Tim have been having in the Alps this winter. The twins have been experimenting with a 360-degree film camera – six HD Go Pros rigged on a sort of Rubik’s Cube, on loan from www.ImmersiveMedia.com – and of course that means lots of trial and error.

“I stuck my ski into the prop and broke it and the ski,” says Ant about one of their flights. “We were at full throttle, climbing out and I moved my ski a little bit and it just touched the propeller. It blew out the whole edge to the ski and the tips of the propeller broke off. That was a learning

experience ... Next time we’re going to put protective stuff around the cage.”

On the right is a 360-degree photo montage of the day they flew to the summit of Mont Blanc and back. With blue sky and a light wind on 8 February the pair took off late afternoon from the hang glider landing field in Chamonix. With leaned-out engines they thermalled to 4,000m before going full power on their Vittorazi Moster 185s and crossing onto Mont Blanc. “And then at 4,600m my engine died – I’d twisted a cable.” Flying straight to the north face Ant soared the light north wind to above the summit as his brother climbed out to 5,000m. “The summit was absolutely freezing. We landed at the Cosmiques Refuge on the flight down to warm up and then flew down. Cool day.”



SNOWTIME

TAKING OFF ON SKIS

- Don't have skis that can hit the prop. Use short skis and be aware of where they are.
- For launching I stick the back of the wing into the snow so it doesn't blow the trailing edge over itself.
- I lean forward a lot and give it a lot of air, then I give it full power and lean back. The wing basically explodes over your head. I brake a bit and then take off. It's so easy taking off with skis.
- We take off on the flat, uphill, anything. It's nice to have a gentle slope down.
- In flight you don't really notice you are wearing skis. You just adjust the harness.
- Landing is super easy – unless it's on grass.
- If you have to land on grass it's all smooth and you just lean back, but it's really easy to get pulled by the wing as it falls. You can't run after the wing in skis.

Ant Green





DROPOFFSKI

How do you organise a drop-off? Ant and his brother have been developing ‘paramotor-skiing’ – like heli-skiing but cheaper. The idea is you take off on a tandem, fly up to the mountain and then drop off your passenger who can then ski down alone. It’s out there.

“We came in over those rocks and hit a little bit of rotor before we got Tim out of the harness and off. Then the harness pinged back and hit me in the face,” he says of this stitched together photo.

“We don’t really organise anything,” Ant adds, going back to the first question. Well OK, but how would you advise other people to organise it? “I’d advise people not to try it! There is too much to go wrong.”

He adds: “We have lots of very technical take-offs and landings in katabatic flow and cold air. We go at 60km/h on snow on the skis.” Kids, don’t try this at home. Seriously.



WATCH THE VIDEO

These stills are stitched panoramas from 360-degree video. See it moving at www.vimeo.com/87585115



FLYING THE HABICHT

"Put your foot out!" I know what Ant is thinking as we soar close to the powder-snow covered slopes of the 3,277m Habicht in Austria's Stubai Valley. We have special permission to fly PPG here as part of the Stubai Cup, the annual free flight festival and 'testival' held each March.

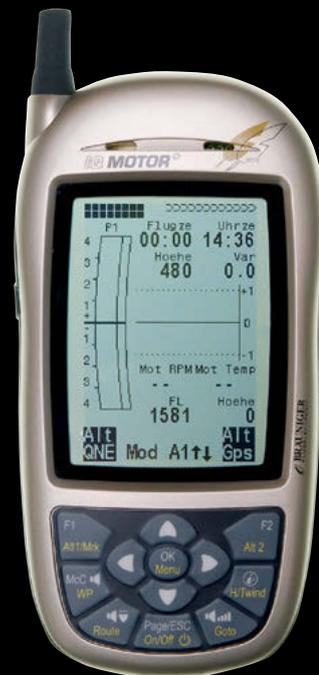
I am not putting my foot out. I am chicken and weightshift away. Ant turns the glider and we soar back the way we came, snow, trees, rocks and wind rushing past.

After taking off from a sodden field our game had been to soar and power up here to the high peaks. Ant's flown like the pro he is, taking every scrap of lift and trading it for height. My job is to enjoy the ride.

At 3,000m my stomach lurches and I feel suddenly sick and cold. Too much viewfinder action in the passenger seat. As we turn and soar in strong dynamic lift we top out above the peak, revealing snow, ice and mountains all around. Ant kills the motor, points to a herd of chamois below us. "Look!"

We float down in silence, back to the shaded valley below. *Ed Ewing*

PRECISION WINS!



IQ MOTOR+

THE ULTRA-MODERN SYSTEMS INSTRUMENT FOR ALL MOTORIZED HANG GLIDER AND PARAGLIDER PILOTS. SOME OF ITS HIGHLIGHTS:

- FLARM integrated
- safe wireless transmission of motor data RPM/CHT or EGT via Flylink module
- new inductive rotation speed sensor
- 20 channel Sirf III GPS module
- 150 memory locations for CTR/TMA are already activated
- competition qualified firmware
- CE certified

THE WORLD'S' NO.1
HIGH END FLIGHT INSTRUMENTS

BRAUNIGER
FLIGHT INSTRUMENTS

WWW.BRAUNIGER.COM

BRAUNIGER
Flugelectronic GmbH
Dr.-Karl-Slevogt-Str. 5
D-82362 Weilheim
Tel +49-881-64 75 0
Fax +49-881-45 61
info@brauniger.com