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WORLDWIDE PARAGLIDING AND PARAMOTORING MAGAZINE. FOR FREE.

TOUCH THE NEW FILM

BY JEAN-BAPTISTE CHANDELIER
PHOTOS BY LOUIS GARNIER
CAMERAMEN SHAMS ADRIEN NISAN
AND JEAN-BAPTISTE MERENDET





The film crew even went to Greece to capture some of these amazing images.

Jean Baptiste Chandelier became known thanks to some of his remarkable paragliding films such as *Light Line* and *Urban Side*. 'JBC' plans the films and is also the main actor in them. He's a pilot with a unique style, hovering or flying above obstacles like walls or ramparts, gently touching them with his feet, before finally gracefully flying away to perform a violent infinite tumble....

*by Sascha Burkhardt
Translation by Ruth Jessop*



Jean Baptiste Chandelier, otherwise known as the designer for Dudek and sponsored amongst others by Adidas, works with top professionals from the film world like 'Shams'Adrien Nisan, Jean-Baptiste Merendet and Louis Garnier. His last short film, 'Touch', filmed in Chamonix, at Col de Galibier and in Greece, has just come out. As always it is available free on the web at: <http://youtu.be/L62faWn-sa8>

And, as always, it is a delight to watch JBC flying both near the ground and high up in the air.

As you watch this short masterpiece Touch, full of action, audacity and poetry, your toes will tingle, only asking you to do one thing, touch and stroke the ground just before leaving it, to make the most, for as long as possible, of this magical moment of take off...

Two very powerful moments in the film – a never ending high speed slide along the road and the touch down on a bus. Shots taken from the film.







Jean-Baptiste Chandelier

Jean Baptiste, you have many talents: In the artistic domain, you make remarkable films and on a more technical note you design wings for Dudek. What did you do before all this? How did you get to this point? Can you live from what you love doing?

I started off as a paragliding instructor and a trainee ski instructor. Then I threw myself into aerobatics, which started off with glider testing. At the same time I made my first videos for fun, with friends.

*Then I got into designing wings and in parallel to that I sold a few videos. In the same year, I brought out the film *Urban Side* and signed a contract with Dudek as a designer. Now, I live full time from my passions thanks to Adidas and Dudek. So I have three strings to my bow which complement each other perfectly: pilot, designer and film maker. I have a lot of freedom because both Adidas and Dudek have confidence in me and give me a free rein.*

When we see you in your films, one always gets the impression that you stroke the ground with your feet, to best savour the moment of take off. In your last video 'Touch', you seem to fly for an eternity gliding with your feet on the road with an incredible precision, and then all of a sudden you hug the relief as if you have a hidden motor onboard.

How do you manage your height so precisely?

To stay so long at ground level, everything needs to match, that is both the slope and the wind, so that I can have the same glide angle as the road. In the video there is a long clip of fast sliding; the speed is due to the fact that the wind is slightly behind me and therefore pushes me, allowing me to fly at the perfect glide angle. As far as the piloting is concerned, I am lucky to have a wing which has a wide speed range and good pitch control which allows me to adapt my trajectory more easily in terms of height simply by playing with the pressure of my controls. My experience in wagga and in precision flying allows me to better adapt my trajectory to follow the road for as long as possible.

Which is your everyday wing, the one we saw in your latest film? Did you modify it compared to the certified version?

In the video, and for everyday flying, I have a Duduk Mach 1. It is a wing that I designed and adjusted to do aerobatics. It is also perfectly tuned to be able to play at ground level. I never have the certified version because I am permanently working on the next wing, but apart from the fact that I fly with trimmers so that I can adapt the speed range of my wing, these wings are, all the same, very close to the certified version.



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