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WORLDWIDE PARAGLIDING AND PARAMOTORING MAGAZINE. FOR FREE.



TRAVEL TUSCANY

THE PARAMOTOR – A PHOTOGRAPHER’S BEST FRIEND



Adi Geisegger, an Austrian photographer had had the same dream for fifteen years. Finally his dream to discover Tuscany from the air came true. What better way than by paramotor?

Fifteen years ago when I visited Tuscany for the first time, with my camera slung over my shoulder, I already felt an irresistible need to be up in the air, even just a few metres, to be able to choose a better frame for my picture, to capture the beauty of the countryside composed of hills and green fields, sprinkled with cypress trees and old mansion houses. At the time, I didn't even know what a paramotor was.

A few years later, I discovered this marvelous aircraft, without a doubt, the smallest and easiest in the world. I immediately realised that it was aboard a paramotor that I should return to Tuscany. So it was that several years later, with my friend Mario Eder, that I realised my dream, to do a photo shoot using a prototype of a Nova paramotor wing.



The take off and landing on an abandoned road. It's rare to find an aircraft which is happy to use such a pocket sized aerodrome.

I only needed to go up a few metres into the air to find the ideal perspective....





Special effects before sunrise.

Mario a seasoned paraglider pilot but paramotorist without equipment, was lent a motor by Diego Cecchetto, owner of the make Miniplane. He also put at our disposal another fuel injected Miniplane, like the one I have used for more than a year and which I find very reliable. With the paramotors in the boot, we drove off towards Val d'Orcia in the middle of the night so that we could take off at dawn thus making the most of the golden morning lighting.

The GPS took us to an official airfield but, when we arrived, there was no airfield to be seen. There were instead cornfields for as far as the eye could see. On the look out for an alternative, we discovered a road closed to traffic which would do! We would have to be airborne in less than fifty metres as the 'runway' was edged with plane trees after a short clear section. The nil wind conditions wouldn't help the task...

I inflate, give it some juice, run... And I take off no problem well before the trees. Mario, following behind me, wasn't as lucky; he had to slalom between a road sign and a plane tree, before being able to join me 30 m above the ground, giving out loud cries of joy. What an amazing view over this dreamy countryside. Layers of mist formed lakes between the green hills. The sun's rays hadn't yet penetrated over the horizon, but the dawn lighting gave the countryside a magical aura. The air seemed motionless.

We drifted into a patch of air which felt like gliding through oil. Less than 100 metres below us, old buildings bordered with cypress trees and fields, nestled beneath our feet...

For more than two hours, we savoured the freedom that these incredible aircraft gave us. They fit in the boot of a car and allow us to glide above the most magnificent countryside after just a few minutes of setting up.



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In Italy, for paramotors, the rules don't impose a minimum height above uninhabited regions. Low flying in total legality....



Tuscany, greenery, hills, lost hamlets....

Several years ago, the manufacturer NOVA was very active in paramotoring, producing amongst others, the Speedmax paramotor wing which came out in 2006. There then followed a short 'creative' pause. The result was the launch soon afterwards of some new models for our flying machines. Here in Tuscany, a prototype similar to the future certified one...



The bonus in Italy is that paramotorists have the right to stay close to the ground; no minimum height is imposed on them above uninhabited countryside...

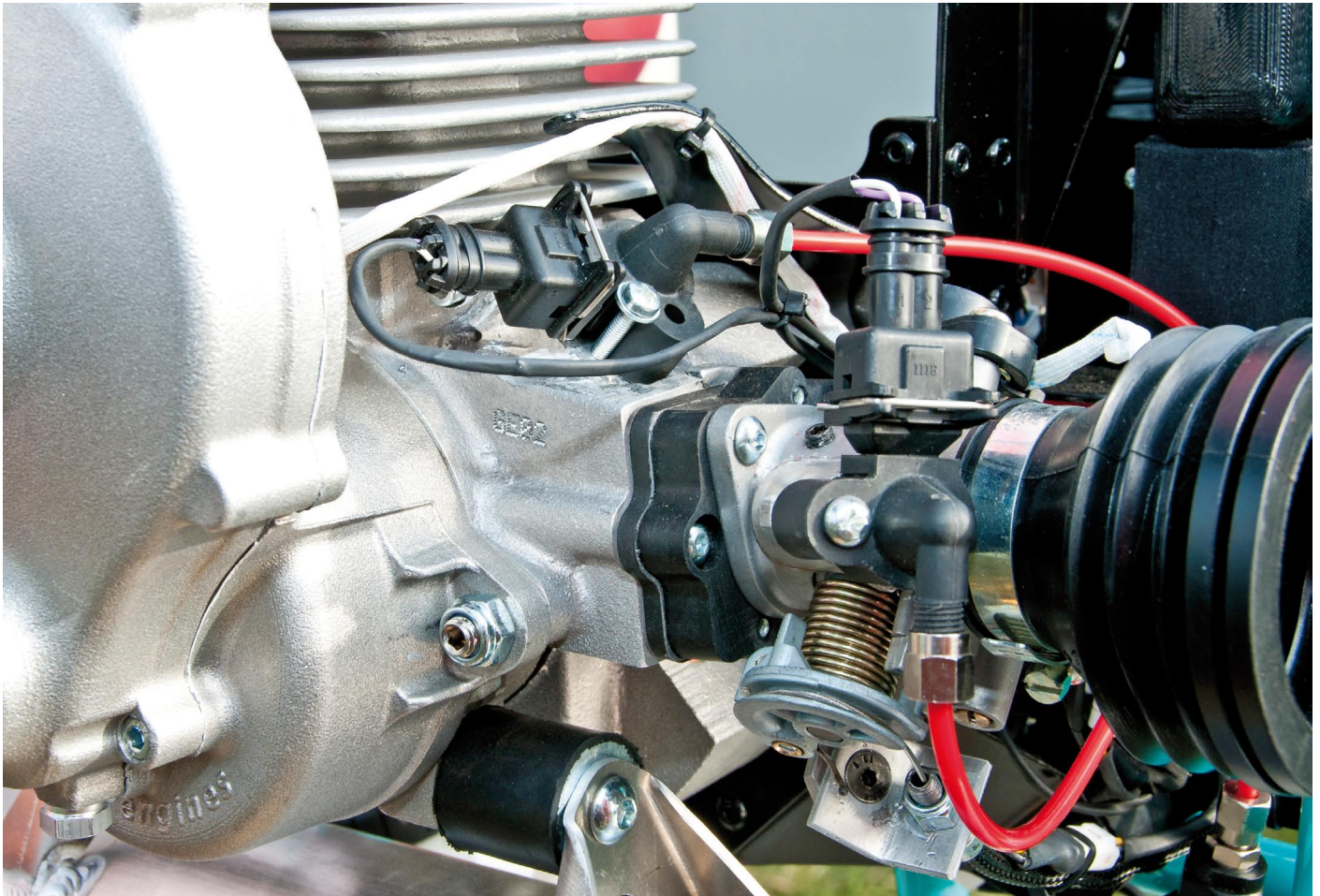
At the time I dreamt of having freedom in the air to take pictures, but I could never have imagined that this type of motor could make it possible, in such a simple way, and oh how efficient...

After 2 hours of flying, the tanks started to hit the red. We landed without a hitch on the road where we had taken off.

Less than twenty minutes later, our 'pocket airplanes' were packed away in the boot... ■

The author of this story, along with his flying companion, both have fuel injected Mini-planes. This technology is very promising; as a function of temperature, atmospheric pressure and the regime in use, the electronics inject the right quantity of petrol into the air intake of the motor and into the crankcase, as in the prototype in this picture.

Conversely, direct injection into the cylinder, as is the case in some car engines, has hardly been experimented with in paramotors, the necessary pressure being too much. The inconvenience of injection systems has slightly slowed down their development. Programming the controller is delicate and the electronics add costs as well as the potential for additional breakdowns.

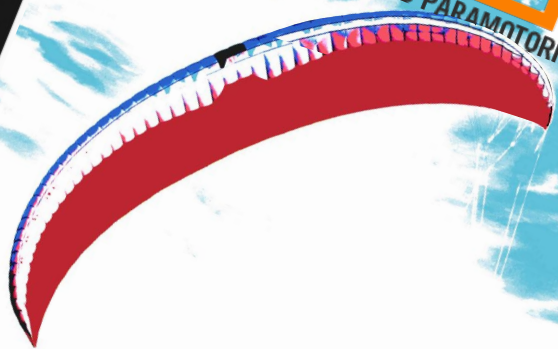




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