



[www.USWingNuts.com](http://www.USWingNuts.com)

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## INSIDE THIS ISSUE

- 1** Welcome
- 1** APCO launches the GoPro Magnetic Mount
- 2** Paramotors
- 2** Which frame do I choose?
- 4** What unit do I fly?
- 5** Options for Mosier 185
- 6** What is a good wing?
- 8** Paramotors
- 14** Wings
- 18** Reserves and Containers
- 19** Harnesses
- 21** Helmets
- 22** Electronics
- 24** Clothing and DVD's

## Welcome

Welcome to the first newsletter and sales catalog to be put out by USWingNuts.com. Our website has been providing service to our customers for over eight years offering a broad range of products for both the PPG as well as PG pilot.

With this initial newsletter, we would like to highlight some of the newer products entering the market place and some excellent deals you may want to consider. As always, I am only a phone call away if you want to compare products from one manufacturer versus another and I will give you the straight pros and cons of each canopy or paramotor.

There is no one perfect glider or one perfect paramotor for everyone. The features you find more valuable to you may be different from the next customer.

## APCO launches the GoPro Magnetic Mount

The GoPro camera for adventure sports is a relative newcomer, but already making an impact. Following growing demand, APCO launched a new magnetic mount for the GoPro cameras at \$70.

Action sports, including flying can produce beautiful shots; now you can also use a different angle to share your excitement with others! With both tilt and roll position adjustment, the APCO GoPro Magnetic Mount will give you endless new possibilities and views for your GoPro camera.

The mount is super light, weighing in at under 120 grams. 16 Super strong magnets insure secure connection on any suitable surface even under extreme conditions and abuse including shaking, vibration, wind or any other external forces.

The mount is compatible with any GoPro camera to date excluding some older models with additional bulky back casing. The mount will allow for secure attachment to any soft surface, such as your canopy, harness, backpack or clothes. In addition the mount also proved successful on kites, boat sails, car windows, and car and motorcycle surfaces.



## Paramotors

I am frequently asked about which paramotor brand is better. There is no one specific brand that has all the features that will favor everyone. If there was, that brand would corner the market on paramotors.

For myself, I fly weekly. The two items that concern me the most is having a motor that will get me off the ground quickly with a 250+ fpm climb rate and when I need it, a source of parts for that engine. I personally do not want to wait weeks for a part to arrive from Europe when I could be flying.

As such there are numerous engines out there on the market with newer engines reaching the market each and every year. I generally avoid any engine that is new to the market and has been out for less than 18 months. During that time period, the manufacturer is generally working out the tweaks to units after some good field testing by paramotor pilots.

My second requirement is insuring the engine has a local (USA) source of parts that are stocked. If the parts have to be ordered on demand from Europe, then no matter how good the unit may be performing, it is not ready for the US market. It is even better when there are multiple vendors/importers offering parts for the same engine.

In my thoughts, the engines that have proven themselves and have a local US viable source of parts are the Top 80, Corsairs BlackDevil 172, Vitorazzi Moster 185, the Simonini Mini 2+, and the Hirth 313 units. The Solo 210 used to be on my list however it has gotten to be more difficult to find all engine parts. If someone identifies someone stocking all the engine parts, then please let me know.

One motor, the R-125 manufactured by HE and sold under the BH 125 name in the US is the only intermediate power unit proven to be reliable. Parts for that unit are stocked by only one importer and should continue to be around for years to come.

I know there are other great units out there some importers and dealers are using, however in most of those cases, it is a single importer/dealer handling the unit and there are not enough units on the market at this time to guarantee parts availability 5 years from now in the US.

## Which frame do I choose?

Well, there are a number of companies that place the engines I mentioned on various frames by paramotor manufacturing companies. Fresh Breeze, Fly Products, and PAP are but a few of these companies. Each configuration offers different hang point styles that will have a different feel whether the pilot is on the ground or in the air. Also, as pilot's age, concern for preservation of the knee joints and weight is more important for a 50 year old pilot than it is for a 30 year old pilot.

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*"There is no one perfect paramotor for every pilot. Each paramotor has its pros and cons!"*

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The complete weight of the Moster 185 engine is 28.4 lbs at 25 hp.

## Which frame do I choose? (Continued)

Each frame out there has its pros and cons. Weight, cost of replacement and/or repair, cost of shipment, and availability of cage parts are all factors.

Cage units made from Titanium are some of the lightest units out there however they come at greater expense due to the alloy. While titanium can be welded if something gets broken, the more remote location you live will result in greater difficulty finding someone that has the special setup required to weld. The wrong welding tools will result in heat stress fractures. You might want to identify whether someone locally can repair titanium for you prior to purchase in the event you want to avoid buying new titanium parts if you have an accident. Here in Houston, TX with all the chemical industry, it is still extremely difficult to find a titanium welder.

Aluminum is the next lighter metal. Generally, when aluminum bends, you cannot bend it back as it will break. So, if you bend something out of shape, you will either end up buying a new cage piece or you will need to find someone with the appropriate skillset to weld aluminum. Welding aluminum is not as easy as welding carbon steel or stainless steel, however many people can weld aluminum.

The next material is stainless steel. The downside of stainless steel is that it is heavier. A cage made of all stainless steel may be 10 lbs heavier versus a Titanium cage, however, the cost difference for stainless steel will be anywhere from \$750 to \$1000 cheaper. Also, just about any welder can weld stainless steel.

Personally for me, any time I have had a cage part needing repair when made of stainless steel, I have never had to buy a new part. Cost of cage repair was in the range of \$50 for most repair jobs. And, most of those repairs were due to metal fatigue due to the high number of hours on the unit (> 500 hours). Any ugly landing that bent the metal, I was able to tweak back into position myself and keep flying.

Finally, shipping of cage parts can be expensive. A unit that breaks down into thin quarter panels and a center main motor mount frame is preferred. A number of units will break down into spokes. That is great if you need to get to your LZ in a car or need tight storage requirements, however it can be a pain to setup each time you go to your LZ and subsequently breakdown at the end of the day.

Also, it is my opinion that those units where you break the cage and netting down each time to pack it up for travel or to store at home, the pilot will end up missing something every once in a while causing the propeller to come into contact with the cage or netting. As mentioned earlier, there is no perfect unit for everyone.



The Sup'Air School Light Reserve is one of the lightest reserves on the market starting at 3.1 lbs.

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*"Shipping of cage parts can be expensive. A unit that breaks down into quarter panels and a center main motor mount frame is preferred."*

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## What unit do I fly?

Right now, I am 50 years old, 6'1" (185 cm) tall, and weigh 250 lbs (113.6 kg's). Some call me Bubba in good fun. When I first got into this sport back in 2004 weighing 225 lbs., I flew the PAP Corsair M21Y, the precursor to the lighter BlackDevil M25Y. The PAP Corsair M21Y was the loudest and very close to the heaviest unit on the market. With the extra-large fuel tank I had installed carrying 4 gallons of fuel and a reserve, and some extra instrumentation on the unit, that paramotor weighed 105 lbs. At my 40 years of age, not a problem. Ten years later, my body weight increased with a slightly larger inner tube about the midsection and I now top out at 250 lbs.

After the first 2.5 years flying the PAP, I came across a great deal on a used Fresh Breeze Simonini Mini 2+ with high hang points. I upgraded that unit to a larger fuel tank as I enjoyed taking those 4 hour flights. That unit topped out at about 95 lbs. with fuel. I personally did not like the setup I would have to use for a reserve so I finally sold it in 2013.

During the time I had the Fresh Breeze Simonini Mini 2+, I also purchased a used Fresh Breeze Monster with Hirth 313 from an estate. The Monster unit had awesome power, however at the age of 48-49 and again upgrading to a larger fuel tank, that unit topped over 100 lbs. It was easy to launch in stronger winds. However at my age, it was too much trouble to use for those mornings with no wind so I eventually sold it.

**[Note: Do not confuse the Monster Hirth 313 with the Vitorazzi Mosler 185. They are two completely different engines.]**

In early 2013 after observing the Mosler 185 had multiple dealers carrying all the Vitorazzi parts for this engine, I sold my Simonini Mini 2+ to move towards a unit a bit lighter. I chose to go with the PAP Mosler 185. Dry weight, no reserve, and the unit weighs 63 lbs. The frame is made of stainless steel. With the lighter weight Mosler 185 engine, I was able to drop an extra 5 to 8 lbs. of weight for the paramotor. In addition, I added a Sup'Air School Light Reserve (4 lbs.).

The unit has excellent power for me with launch climb rates above 300 fpm. The lower hang point configuration of the PAP unit puts a pilot closer to the free flight configuration than any other unit on the market.

PAP has been a leader and set the standards having been in business since 1989. PAP used to be the paramotor leader in the US, however for a period of time, their selection of higher performance engines were not well received in the US when they went with some other engine manufacturers.

Unfortunately, they lost most of their US sales as those engines did not have a US parts supply. In the past year or two, they have returned to carrying two popular engines, the PA-125 (similar to the BH-125) and more importantly, the Mosler 185 engine supporting the larger pilots with a strong US parts supply system for the engine.

I have now been flying the PAP Mosler 185 unit since May 2013 and can report I am very pleased with the unit!





## If you are looking for a Moster 185, what are your options?

### Propulse 185

If you are looking to get a Moster 185 configuration, there are three options USWingNuts offers. If price is a big concern, the [Propulse 185 Paramotor](#) is your cheapest option at \$5,800. It includes a 4 piece dismountable aluminum cage, wooden propeller and your preference for hang point configuration. I have personally flown this unit at my height and weight and had no issues. This unit comes in both 122 and 130 cm propeller options. My preference is to go with the longer propeller for maximum thrust unless there is a height challenge or you want more prop clearance.



### PAP Moster 185

Stepping up, there is the [PAP Moster 185](#) at \$6,500 with the 130 cm carbon fiber propeller configured for maximum thrust in the standard configuration. If you want to carry a reserve, the behind the neck inset provides the perfect configuration. Install the reserve once and never worry about it except for the annual repacking. With some other units, belly mount configurations may be less than desirable.

The unit comes standard with a tachometer and propeller case along with a container called the Head Rescue System ready to install your reserve.

Should you desire a trike configuration later, PAP offers a clip on trike with an easy 5-minute setup going from foot launch to trike setup.



### Fly Products Thrust

The third option is the [Fly Products Thrust](#) with the Moster 185 at \$7,200. This unit offers a number of options including single or double ring cage, Low or High Active hangpoints, wooden or carbon fiber propeller, tach, and various other options. Base price is \$7,200 before upgrades. This unit has a slightly larger fuel tank allowing one to extend flight time towards 3 to 3.5 hours depending upon your flying style and weight.



## What wing is a good wing?

This is a very hot and contested subject. Every importer will claim their wing is the best. That is a part of the business. USWingNuts offers a number of wings from numerous manufacturers. When someone asks me this question, I must first ask some questions to tailor to the individual's need.

The first question is how much airtime they have if they are already a pilot and what they do or do not like about their existing canopy. If they are a pilot, the subsequent questions below are less of a factor as we are now dialing in to someone's desires.

The second question is age for a soon-to-be pilot. Age plays a role as typically, the younger someone is, they will typically seek a canopy sportier as they are more likely to get a bit aggressive over the lifetime of the canopy. Initially, you are satisfied you are a pilot and are flying. As time progresses and you become more comfortable, you will likely play around more such as making sharper turns or doing slalom between hay bales in a field or around garbage cans on a beach for fun. Or, you may just like making sharp turns or want to easily do wing-overs.

Once a pilot-to-be reaches the age of 50, generally speaking, they tend to be not as aggressive. They are still likely to slalom, but are not pushing it as hard as one more youthful. By the age of 60, most individuals' main goal is to get into the air as easily as possible to just fly and enjoy what nature has to offer.

The third question is an individual's weight. Weight can be a major factor at both the upper and lower ends of the spectrum especially if someone barely breaks 100 lbs. to the individual 250 lbs. or heavier. At those ends of the spectrum, strength to launch and what manufacturers offer as choices if they offer a small or large enough wing becomes a significant concern.

The fourth question is where they are going to fly. If they are launching from coastal sea level conditions then applying the standard listed weight ranges is the goal. If they are launching from 5,000' ASL in the mountains, then they generally need a larger wing as well as perhaps more power for their engine. Also, if someone will be flying in parts of the country such as the Midwest or around very hilly terrain, a glider with reflex technology may be preferred.

The last question is a person's health. A 55 year old, 5', 200 lb. individual will be more challenged to launch than a 40 year old, 6', 180 lb. person. Identifying an appropriate canopy for the easiest launches with a compromise on sportiness is the general direction in this case.

Understanding these details allows someone to dial into a new pilot's need so they can maximize the usefulness of a canopy. If someone attempts to sell you a canopy on the phone and has never met you and does not ask these questions, then you need to continue shopping.



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## My Wing History

I started out my training on the beaches outside of Houston, TX in the Galveston area. Launch conditions were sea level with smooth laminar winds from off the Gulf of Mexico with wind speeds of 5 to 12 mph most days. My instructor set me up with a MacPara Eden 2, 30 meter canopy.

The Eden 2 was a perfect canopy for a 40 year old pilot as it was easy to launch in those winds as well as still easy to launch in no wind conditions. It was a DHV 1-2, intermediate glider which was perfect as an initial wing as well as wing that had some lighter sporty characteristics. I ended up putting over 450 flight hours on that canopy before it was time to retire it due to porosity issues.

Your first wing will never get as many hours on the canopy as subsequent wings of the same design. The reason being is that initial canopy sees more UV exposure that damages the fabric as the pilot has not learned the best handling techniques. If you want a wing to last longer, after every flight, bag the wing to minimize UV exposure and keep the wing dry. If your wing is sitting in the sun while you take a 1 hour water break, it may as well have been out flying as it still saw the same UV exposure.

My second wing was the next generation MacPara Eden 3, 30 meter canopy that was a DHV 1-2 wing as well. I wore that wing out after approximately 650 hours. Same fabric as the Eden 2, I just took better care of it. My third and fourth wings I am still flying as they are the MacPara Spice and MacPara Velvet. Both wings have served me well. The Spice wing is a 25 meter wing I generally fly in stronger winds as it is easier to ground handle while the Velvet I fly in lighter conditions. Both canopies are for Intermediate plus pilots and are not for beginners.

## Wing Recommendations

I am an importer for the Ozone line of wings. Ozone makes some very nice wings with the Ozone Spark and the Ozone Buzz Power making some excellent choices for beginners. If someone is in more hilly terrain, I would tend to lean a pilot towards the Ozone Roadster with some reflex technology. If someone is looking for some fast cross country flights, then the Ozone Speedster is your option. For competition, then the Ozone Viper 2 or the Ozone Slalom wings are your choices.

Generally speaking though, most new pilots will find the MacPara Muse 3RS canopy to be very easy to train, launch, and fly for several years before they consider the need to invest in another wing. Years ago, MacPara had the Muse wing. The Muse, not to be confused with the Muse 3RS, was a beginner's only wing. There are still cheap copies of the Muse wing out there being sold today.

When MacPara brought the Muse 3RS wing to market, it had nearly the same flight characteristics as the MacPara Eden 3 canopy. It is a canopy very easy to train, kite, launch, and more importantly, to land in very light wind conditions unlike its earlier predecessor the Muse. With some exceptions, most new pilots will not go wrong flying the MacPara Muse 3RS. The Muse 3RS is both an excellent wing for beginners and intermediate pilots.

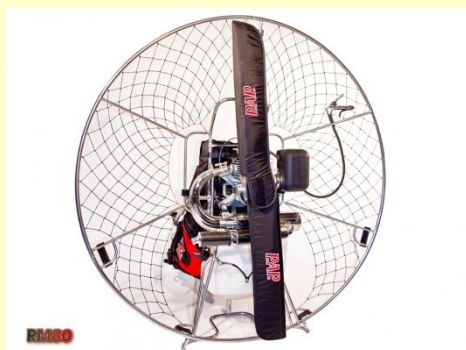
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*"If you want a wing to last longer, after every flight, bag the wing to minimize UV exposure and keep the wing dry".*

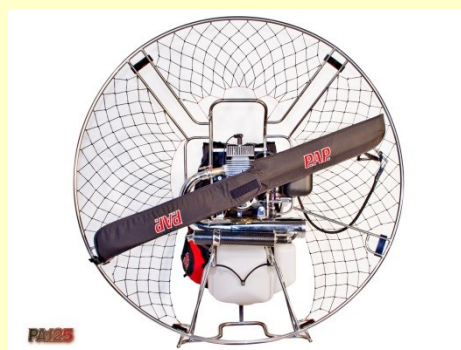
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**PAP RM 80****\$6,200**

**RM80** - The paramotor is available in 3 sizes as the ideal PPG engine for those who seek lightness, good consumption and very little vibration. We can recommend it for pilot's until 80kg. Karen Skinner got her bronze medal in the last 2012 World championship with a 1450 RM80.

**PAP PA125****\$6,500**

**PA125** - Our "Best Seller", the ideal machine for nearly all pilots. Not too heavy, low consumption, little noise and thrust which permits occasional tandem flights. It's the choice of many pilots for all kind of flights and adventures.

**PAP Thor 130****\$6,500**

**THOR130** - Just arrived on the market. It has everything to become a "Best Seller" as the PA125. The finishing touch is "Made in Polini" and its features and characteristics are very similar. It comes with the "Flash Starter" which convert's this engine in a delicacy in this engine size.

**PAP Moster 185****\$6,500**

**MOSTER185** - Strength and lightness the Moster impresses, for it is not too heavy. If you are a heavy pilot and you do not want to carry too much weight then this is your engine. It is perfect for lighter pilot's addicted to dynamic flight. It is the winner of the Icarobatix 2012 flown by the young Thomas Mignaux.

**PAP Thor 200****\$6,900**

**THOR200** - You will fall in love with this engine as for its looks and noise, the lack of vibrations and enough thrust for tandem flights.

**PAP Rolling Trike****\$1,950**

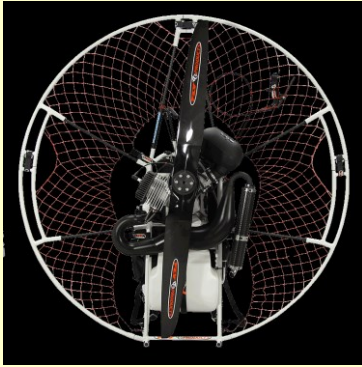
**Rolling Trike** - A simple, yet very functional trike using a special clip configuration allows a quick setup for any PAP unit.





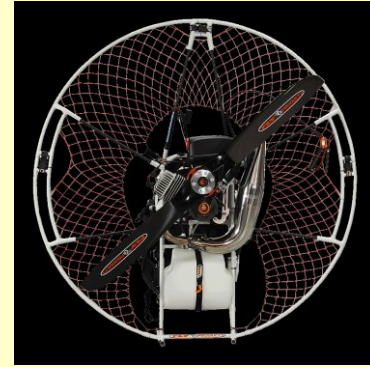
### Fly Products Rider Thrust **\$7,200**

The rider Thrust with **Monster engine** is characterized by its particular power-to-weight ratio. It has a thrust of 154 lbs. and a propeller to 125 cm. Its total weight including harness is 51 lbs. The start-up is manual.



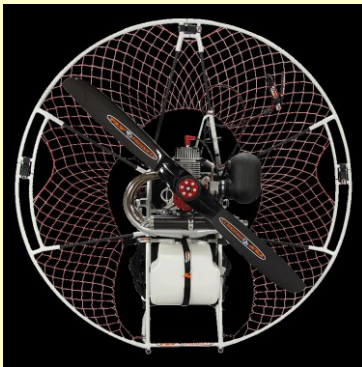
### Fly Products Rider Kompres **\$7,500**

The Rider Kompres with **Black Devil M25 engine** is characterized by its versatility. The basic version has only manual starter with upgrades including centrifugal clutch and a version with electric starter. The unit has 154 lbs. thrust with a 125 cm propeller.



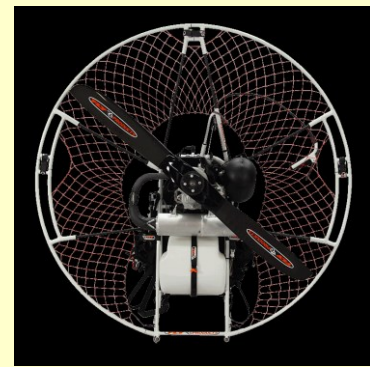
### Fly Products Rider Race **\$6,900**

The Rider Race C with **Fly 100 engine** mounts the centrifugal clutch and upgradeable on request with electric starter. The thrust with a 125 cm propeller is 118 lbs.



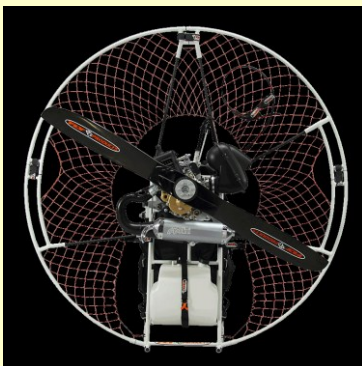
### Fly Products Rider Jet **\$6,300**

The Rider Jet with **Top 80 engine** is the lightest model in the series. Has the centrifugal clutch, and with a 125 cm propeller has a thrust of 114 lbs. Its total weight, including harness is 44 lbs.



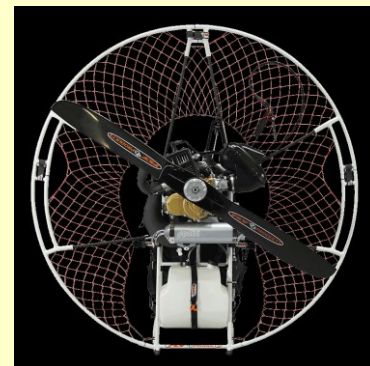
### Fly Products Rider Sprint 130 **\$7,400**

The Riders Sprint 130 with **Thor 130 engine** has a centrifugal clutch with a 125 cm propeller. It has a thrust of about 127 lbs.



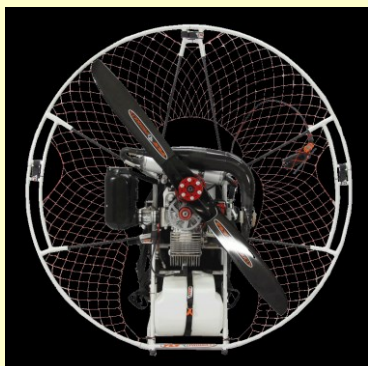
### Fly Products Sprint 200 **\$8,100**

The Riders Sprint 200 with **Thor 200 engine** has a centrifugal clutch and a 125 cm propeller with thrust of 154 lbs.



**Fly Products S4 Rider \$7,200**

The model S-4 Rider has the **Simonini Mini 2+ engine**. This engine is completely changed by us and made very quiet and reliable. It has an electric starter as standard.

**Fly Products Flash Cruiser Trike \$3,075**

The Flash Cruiser is sold without a motor; you can apply to it all Fly Products paramotor range. It is designed for the best comfort in single-flight. It has a very comfortable seat and the point of support of the feet has been improved, it is perfect for long flights. It's very easy to take off on sand as well, with its wide wheels.

**Fly Products Xenit Plus \$11,700**

The XENIT PLUS Trike is aimed at those pilots who want to fly single or two-seaters in a light vehicle but solid, easy to carry, cheap to buy and to keep. The main material we used to build is varnished aluminum and the cradle where the harnesses are fixed is stainless steel 304.

**Fly Products Eco 2 \$19,400**

ECO 2 is a Trike for high performances. The Rotax 503 engine with a 160 cm propeller generates a maximum thrust of 330 lbs.

**Fly Products Xenit Super \$19,400**

This Trike fits the Victor Plus Simonini 400cc water cooled engine. It has a very good ratio weight-powerful, with 264 lbs. of thrust and 198 lbs. of weight. It fits big wheels with frontal shock absorber and disc brake. We have worked a lot to reduce the noise using a 3 blade 150cm propeller.

**Fly Products Flash Trike \$2,450**

The Trike Flash is now available with the follow upgrades; Big wheels and mudguard, Pilot harness with integrated rescue pocket, A Assists, Colors available: blue and white





**Fresh Breeze Simonini \$6,790**

The engine has been re-tuned by Fresh Breeze with their own tuned pipe and carburetor and redrive combination that work together with the composite propeller for quiet but powerful and smooth operation.

**Fresh Breeze Simonini SportIX \$7,290**

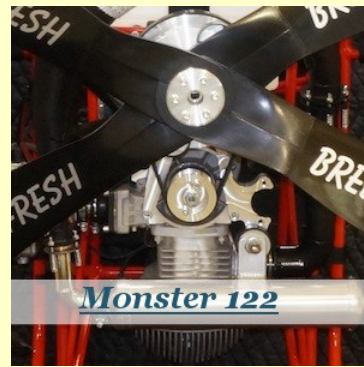
The 11 liter fuel tank is in a low position but very much protected and safe because of the extra wall thickness and material used. The unit has a very small dimension when the cage is removed, which allows very easy transport.

**Fresh Breeze Top 80 \$6,550**

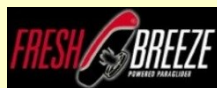
The Top 80 is the lightest motor available and Fresh Breeze installs it in the single ring Sportix cage for a 40 lbs. motor weight. A dual ring cage is available with a slight weight penalty. The soft J Bar (Jettison) or the high tech Sportix suspension system is available.

**Fresh Breeze Monster \$7,190**

This Paramotor was specifically developed for Tandem flying or big boys. It is based on the Hirth Aero F33 German made aircraft engine. To satisfy the high expectations flying tandem, the emphasis is on power. The enormous thrust of over 165 lbs with a relatively small 48 inch 4 bladed composite propeller makes for short, safe take-offs.

**Fresh Breeze Simonini Titanium \$7,290**

The engine has been re-tuned by Fresh Breeze with their own tuned pipe and carburetor and redrive combination that work together with the composite propeller for quiet but powerful and smooth operation and a titanium frame.

**Fresh Breeze Bullix \$3,690**

The trike has a comfortable seat that has an adjustable length front frame and a glider "Launch Assist" device. It is also suitable for different engines and for students and advanced pilots.



**Nirvana Instinct HL** **\$12,800**

Our flying allows us to watch the world from the air. We enjoy the feeling, which can have only birds. We bring you the amazing taste of movement in the air, ideal control of your flight and a perfect experience.

**Nirvana Rodeo** **\$7,800**

The Simonini tuning engine is completed by us and fitted with our peripherals along with a tuned exhaust also fitted by us and in combination with the PULSE composite propeller can cope with a pilot of any weight and is also possible to use for tandem flights.

**Nirvana Colibri** **\$6,900**

This light paramotor is suitable for male and female pilots weighing between 45 and 80 kg. The paramotor is equipped with very light drive rocket unit. The centrifugal clutch and electrical starter enable maximum ease of manipulation on the ground and take off.

**Nirvana Top 80** **\$6,200**

The Top 80 is currently the lightest paramotor available from our product range with either single or double hoop frame configurations.

**Nirvana Cruise Carbon** **\$3,100**

We draw on long time experience of using the older Cruise Trike version. We improved it, used new and better materials, we added spoke aluminum wheels to make the trike look even better than ever before.

**Nirvana Instinct CL** **\$10,700**

Our flying allows us to watch the world from the air. We enjoy the feeling, which can have only birds. We bring you the amazing taste of movement in the air, ideal control of your flight and a perfect experience.





**Propulse 100****\$5,700**

Paramotor suitable for pilot weight from 130 lbs. to 200 lbs. Equipped with the Vitorazzi Fly 100 Evo engine with 18 HP 100 cc.

**Propulse 185****\$5,800**

Paramotor suitable for pilot weight from 130 lbs. to 285 lbs. Equipped with a Vitorazzi Master engine of 25 HP 185 cc.

**Kobra Rocco****\$7,200**

Rocco offers unparalleled reliability for an engine of its power class, thanks to exclusive upgrades to the Simonini Mini 2 Plus: the result is a unique combination of efficiency and comfort, guaranteed to satisfy even the most demanding pilots!

**Kobra Rocco 185 Master****\$6,700**

The Rocco Master 185 is actually the paramotor of our range with the best power to weight ratio. It also offers an amazing easy to use manual start, and is certainly a new interesting option in our range.

**Kobra Snake Plus****\$6,200**

The Snake is the ideal choice for all those pilots who are looking for a reliable and high-quality flight experience. This product represents the embodiment of our vision of this sport: one of the lightest paramotors on the market, boasting one of the highest weight/power ratios in its category.

**Kobra Rocco Super****\$ Call**

Rocco offers unparalleled reliability for an engine of its power class, thanks to exclusive upgrades to the Simonini Mini 2 Plus: the result is a unique combination of efficiency and comfort, guaranteed to satisfy even the most demanding pilots!



**MacPara Muse 3RS** **\$3,200**

New and improved with advanced design! Flying the Muse 3RS handles and glides like an intermediate paraglider but with easy launch characteristics and amazing stability normally found in a beginner paraglider. With exceptional safety rated EN A class, the Muse 3RS is sure to please the most eager beginner pilot that wants the added security in a fun to fly performing glider that will provide hours of weekend fun.

**MacPara Eden 5** **\$3,650**

Are you looking for a paraglider that gives you confidence any day you want to go flying? The Eden Series has always made flying fun and significantly easier. The new performance features, handling and safety found in the Eden 5 will appeal to many pilots in search of the perfect XC paraglider. The MacPara Team can ensure the Eden 5 will put a smile on your face.

**MacPara Velvet** **\$3,400**

Depending on the size you choose, this glider will put a smile on your face with its solid feel and comforting sportiness. It combines more speedy maneuverability found in the Eden 4 but with a higher level of glide and performance to give PPG pilots the freedom to fly longer and faster. The Velvet is designed for the experienced seasoned PPG pilots!

**MacPara Chronos** **\$3,650**

The Chronos has set the standard for all other advanced gliders to be judged. The Chronos is easy to launch and it's a pleasure to maneuver in sharp turns. It comes with competition lines to reduce drag and increase glide performance resulting in great fuel economy. This glider is best suited for talented PPG pilots.

**MacPara MacJet** **\$3,500**

Combining years of paraglider manufacture experience MacPara designer Petr Recek has come up with a competitive reflex glider that offers safety and speed for long range powered cross country flights.

**MacPara Blaze** **\$3,750**

It is designed for advanced paramotor pilots looking for an easy to use glider with a wide speed range. The Blaze is not only the fastest glider in the MacPara arsenal, it also offers excellent maneuverability.



**Ozone Spark****\$2,990**

The Spark is the ideal choice for your first paramotor flights. In the beginning, paramotoring can feel complicated and cumbersome, and the Spark is designed to make your first flights as safe and simple as possible, with an incredibly easy launch and highly forgiving in-flight characteristics. Simply put, with the Spark, your PPG progression will be faster and more enjoyable.

**Ozone Buzz Power****\$3,890**

Based on the Buzz Z4, the Buzz PWR is a versatile wing that excels in both free and powered flight. Suitable for a wide range of pilots from talented beginners to the more experienced, it is certified EN B in all sizes and is the ideal choice for those who want a one-wing solution for both free flying and paramotoring.

**Ozone Roadster****\$3,950**

The Roadster was created for a wide range of intermediate paramotor pilots, ranging from XC distance fliers to ground skimmers and adventure pilots. It is a paramotor specific glider, with characteristics similar to the Viper but with an overall much higher ease of use.

**Ozone Speedster****\$3,900**

The ultimate PPG wing: High top speed with high collapse resistance thanks to the OZ Full Reflex Profile. It has maximum accessibility for a wide range of PPG pilots.

**Ozone Viper 2****\$3,900**

The Viper 2 is the world champion paramotor wing for expert pilots who fly in high level competitions and make advanced XC flights.

**Ozone Slalom****\$3,900**

The new Slalom is a fast and agile wing for experienced pilots who want to carve tight turns at high speeds.



**Aerolight Karamba****\$2,400**

This is a fully certified (in ALL sizes) EN-B PPG wing ideal for the first time buyer or intermediate PPG pilot for overall flying. From easy nil wind inflation and launching to ultra-safe stability, the Karamba offers the ideal solution for paramotor pilots.



**AEROLIGHT**  
Your trusted source for Paragliding & Powered Paragliding since 1988

**APCO Aviation Ltd.**  
setting future standards

**APCO Play 42****\$4,230**

It is the finest Tandem wing APCO has ever developed and we have no doubt that it will be the markets' best-seller for years to come. **PLAY FOR 2** is designed to satisfy every Tandem pilot, even the most discriminating.

**APCO Prima 4****\$1,820**

Prima was born in the early 1990's. Since then thousands have been delivered, faithfully serving in paragliding schools all over the world. Probably the longest produced classic trainer - it is equally well suited for teaching free flying and perfect for entry level paramotoring.



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setting future standards

**APCO Thrust III****\$3,020**

THRUST - our purpose built paramotor wing has claimed worldwide fame as one of the most desirable paramotor wings. Feedback led us to introduce improvements to make this excellent wing even better - as a result THRUST III is born.

**Windtech Cargo****\$3,785**

The Cargo is a revolution in the world of modern tandem paragliders. Designed for the most demanding professional tandem paraglider pilot.

**Windtech Kinetik****\$2,495**

Kinetik is ACPUL-CEN certified in the paramotor category and has very desirable traits for a motor glider. Take-offs are quick and easy, even in nil wind conditions.





**Dudek Hadron****\$4,000**

Hadron's "reflexivity" is a bit lesser than that of the Plasma, but in return it is constant in all trimmer positions. At 5,9 aspect ratio its 59 cells look relatively modest, allowing for easy inflation and perfect internal pressure distribution.

**Dudek Nucleon****\$3,400**

The Nucleon is an Action/ReAction class paraglider, yet designed around a different idea (proven in Synthesis and Plasma). The new concept assumes linear characteristics of acceleration (equally shared between trims and speed system) and limited reflexivity at slow trim settings.

**Dudek Nucleon WRC****\$3,600**

Nucleon WRC is the essence of reflex profile in a new costume, applying Flexi Edge technology. The paraglider is designed both for recreational flyers and record/trophy hunters. Fast and agile like none other in its class.

**Dudek ReAction TST****\$3,500**

ReAction TST features our Tip Steering Toggles system, designed to facilitate high speed flying. The risers have been modified too - proven scheme of split A's was introduced, so that smooth inflation can be obtained much easier.

**Dudek Snake****\$4,000**

Snake is designed for experienced pilots excelling in slalom tasks, or those just loving dynamic maneuvers and rapid speed changes.

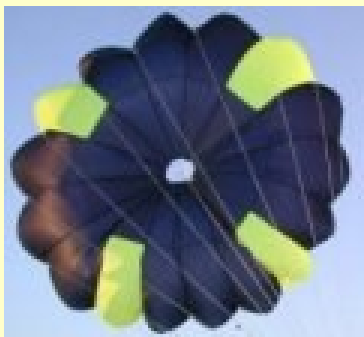
**Dudek Synthesis Cabrio****\$4,900**

Synthesis Cabrio is an agile wing. Launching is easy, given that proper technique and trim setting is observed.



**APCO MayDay Reserve starting @ \$595**

Apco Aviation started manufacturing the Mayday in 1984, and since then put over 20 000 pieces into service in the Paragliding and Hang Gliding markets. The Mayday has hundreds of life saving deployments to its name, from beginners to world champions

**APCO Reserve Container \$85**

The new 2009 APCO external bag is specially designed for PPGs, to be assembled on the top of the frame vertically or horizontally. It will fit any brand of reserve parachute on the market manufactured in standard weight cloth.

**Sup'Air School Light Reserve starting @ \$520**

One of our lightest reserves starting out at 3.1 lbs.

**Sup'Air Xtralight Reserve starting @ \$820**

Our lightest reserve starting out at 2.1 lbs.

**Sup'Air Tandem Reserve \$1,540**

Our tandem reserve at 7.7 lbs for a maximum load of 440 lbs.

**Sup'Air Reserve Container \$95**

Specially designed to receive the SUP'AIR X-TRALIGHT parachute series. Barely 100 gr. in weight!



**APCO Chairbag IV Integral Harness** **\$674**

The ChairBag Integral II is a new improved version of the ChairBag. Sophisticated, super-light dual-purpose harness - a harness when flying and a backpack when traveling, all under 2.6kg.

**APCO 2 Edge Harness** **\$792**

The Edge II now has the necessary edge to be competitive. Modern attractive design, more comfortable, lighter and more advanced, but still robust and well built to last for years. Based on Edge, but implementing all accumulated experience during its lifetime, the new Edge II offers many advantages over previous version.

**APCO First** **\$295**

First - A simple and uncluttered harness for teaching or soaring flights. ABS control, and enough adjustment to fit all but the largest and very smallest of pilots. Strong, lightweight and durable. The classic starter harness. Also used for Bivouac and high mountain flights.

**APCO Ritma Harness** **\$777**

The **RITMA** is designed to fill the gap between Chairbag and Spark - to offer a lightweight, sophisticated choice to our harness line. **RITMA** is clean and simple, yet cutting edge in its concept and design, with no compromise in comfort, security or protection.

**APCO Spark II** **\$795**

**SPARK II** - the latest, most sophisticated sports harness on the APCO range, has been launched by our R&D team. A natural evolution and successor to our popular and very successful Spark II harness. The second generation of Spark represents the latest, most sophisticated sports harness on APCO's range.

**APCO Blade** **\$1,330**

The **BLADE** stands out for its comfort, finish and clean lines. The drag reduction of **BLADE** is among the best in its class. The weight of the **BLADE** harness is on a par or lighter than most popular competition harnesses available today, but without compromising on its durability or safety.



**Sup'Air Access Airbag** **\$723**

Upright seating posture, easy transition from running to seating, reinforced bottom support, light, AirBag protection and large dorsal storage compartment. The perfect teaching tool.

**Sup'Air Access Std. Back** **\$686**

Easy in/out, upright pilot position, durable, light, and ideal first harness. Schools preferred medium density foam protected student harness.

**Sup'Air Altix 2** **\$867**

An Airbag harness to progress with. Good for thermal flying and first Cross Country (XC) flights. Very comfortable and stable harness equipped with all accessories.

**Sup'Air Evo XC 2** **\$948**

Streamline design to fly local sites, XC ( Cross - Country ) and start in competition. All geared-up with the Bumpair 17 XC dorsal protection, it is an extremely comfortable harness for all levels.

**Sup'Air Skyppeer FR** **\$2,149**

Following the SKYPPER's success, this promising harness is destined to reach top ranking levels within the international competition arena. Fine-tuned in collaboration with Charles Cazaux, it integrates state of the art technologies: two reserve parachute pockets, high speed stability, superb handling abilities in thermals, streamlined and reduced drag.

**Sup'Air Bumpair 12-17** **\$137 to \$155**

BUMPAIR 12 or 17 cm thick back protector with an excellent efficiency to volume ratio. Comprised of two overlapping foldable sections: facilitates packing and better use of the harness rear storage container, especially with the EVO XC3 for which this particular BUMPAIR was designed for.





**APCO AirXtreme Free Air Helmet \$135**

Designed in cooperation with an Italian helmet manufacturer. Made and distributed independently by Apco. The helmet is manufactured using carbon fiber/Kevlar technology, from hand laid fiberglass.



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**APCO Cloud Chaser Helmet \$155**

Designed in cooperation with an Italian helmet manufacturer. Made and distributed independently by Apco. The helmet is manufactured using carbon fiber/Kevlar technology, from hand laid fiberglass.

**Icaro 2000 Skyrider TZ PPG Helmet  
Starting at \$235**

All these UL helmets have been developed for paramotor or microlight pilots specifically to provide efficient headsets for radio communication, or just to filter out engine noise. We use only the finest Peltor-brand headsets, and we mount them perfectly onto the helmet.

**NAC Horus PPG Helmet  
Starting at \$290**

Design developed by NAC-Intercom® for ULM and PPG, EN966 certified and compatible with all headsets of our catalog. Made with ultra-strong fiber-glass, making it an extremely lightweight helmet but very robust and with the most strict security requirements.

**Icaro or Horus Visor \$45-\$55**

Visor that protects from the wind, avoiding wind interferences in the microphone. Distortion free and UV protection. Suitable for cruising speeds greater than 80 km/h.

**Audio Cable \$30**

The Audio Cable converts the stereo output of your MP3, iPod, or iPhone to the mono RCA input on the Deluxe Com Helmet. Works on Icaro and Horus helmets.



**Digifly Archimede****\$370**

The Digifly Archimede replaces the Digifly Flyer2. The Archimede is a completely new instrument with new solid alloy metal case with a multi-layer paint finish. The result is a great looking, feature packed, sensitive vario, at a very keen price, an excellent choice for your first vario. Price includes Velcro leg strap and PC cable.

**Digifly Archimede Plus****\$425**

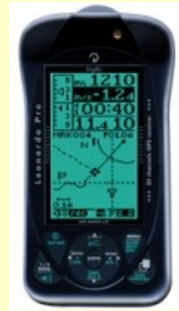
The new Digifly Archimede Plus, a full specification vario which includes all features of the Digifly Archimede, plus McCready function, speed to fly, 3 settable polars, average and net vario, auto zero thermal altimeter, thermal sniffer, PC interface & a PC cable to download & manage your flight data on your PC. Price includes Velcro leg strap and PC cable.

**Digifly Leonardo Pro****\$675**

The Digifly Leonardo Pro has an integrated high sensitivity 20 channel SIRF III GPS receiver. With a high power, fully independent, double battery make the Leonardo Pro the right choice from Digifly for full management of competition waypoints and routes, including FAI cylinder turn point and start pilon validation. With telemetry output. Price includes Velcro leg strap and PC cable.

**Digifly Leonardo Pro BT****\$820**

The Digifly Leonardo Pro BT with Bluetooth has an integrated high sensitivity 20 channel SIRF III GPS receiver. Bluetooth compatibility and a high power, fully independent, double battery system make the Leonardo Pro BT the ultimate vario from Digifly for full management of competition waypoints and routes, including FAI cylinder turn point and start pilon validation. With telemetry output and Bluetooth. Price includes Velcro leg strap and PC cable.

**Kuntzleman SC 103 Strobe****\$99**

The SC103 STROBE is a self-contained 12 volt DC operated light designed specifically for Ultralight use where an external 12 vdc power source (battery) is available.



**Kuntzleman Electronics, Inc.**

**Kuntzleman Shock Mount Kit****\$15**

The SHOCK MOUNT - Designed to be used when mounting the SC103 strobe in an area of high vibration.



**FlyMaster Nav****\$700**

Flymaster Avionics presents the NAV, a new instrument meant for XC and Competition pilots. The NAV is an evolution of the former B1-NAV, but it was completely redesigned from inside out, taking advantage of the new engineering achievements of the LIVE, from which it inherit the new architecture, including the new main board and the display with its new protection, just to name a few.

**FlyMaster Vario****\$270**

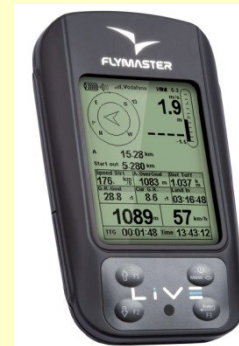
The new FLYMASTER VARIO is the ideal instrument for Leisure flights, with the high sensitivity **ULTRASENSE** variometer. The VARIO is a totally new instrument reengineered from the top instruments of the Flymaster range, from which it inherit the new architecture, including for example the new main board and the display with its new protection.

**FlyMaster GPS****\$510**

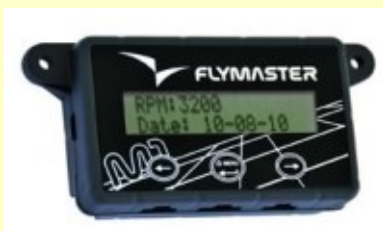
Flymaster Avionics presents the **GPS**, a new intermediate instrument designed for **Cross-Country** flying. The GPS has all the XC flying features of the NAV and LIVE, except those specific of competition flying.

**FlyMaster Live****\$880**

The Flymaster LIVE enables real-time flight monitoring-live tracking- over Google Earth to provide a significant increase in flight safety. GPS signals are captured by the device and positions of the pilot are transmitted by cell-network, before they are displayed on a live tracking website.

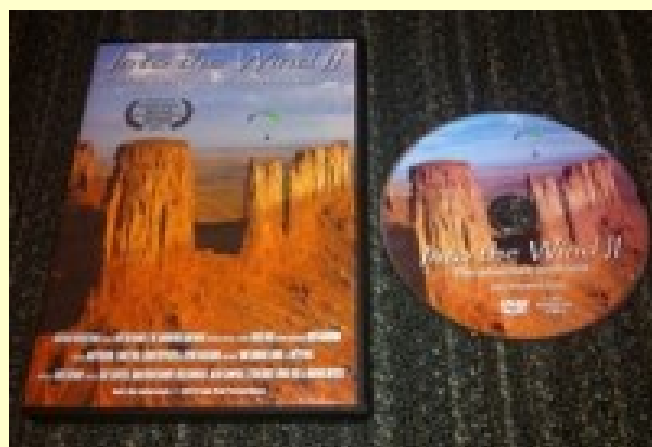
**FlyMaster M1****\$600**

The Flymaster M1 turns any Flymaster flight instrument into an onboard motor management system for powered aircraft. Flymaster's M1 gathers precisely gathers information from several sensors connected to the motor, recording this data and sending it via an RF interface to Flymaster instruments.

**Digatron EGT-CHT-TACH****\$309**

The new FLYMASTER VARIO is the ideal instrument for Leisure flights, with the high sensitivity **ULTRASENSE** variometer. The VARIO is a totally new instrument reengineered from the top instruments of the Flymaster range, from which it inherit the new architecture, including for example the new main board and the display with its new protection.



[MacPara Flight Suit](#)**\$290**[Sup'Air Flight Suit](#)**\$286**[Ozone Flight Suit](#)**\$275**[Ozone Power: Tips and Tricks](#)**\$29**[Into-The-Wind 1](#)**\$20**[Into-The-Wind 2](#)**\$20**



## Placing an order

Orders can be placed using our online webstore at [www.USWingNuts.com](http://www.USWingNuts.com) . We accept credit card, checks, and money orders. Due to many items imported from Europe, fluctuating currency exchange rates with respect to the Euro may necessitate occasional price changes on the website.

When an item is not available for immediate shipment due to a specific size, color, or upgrade request, we will always confirm with the customer any delay prior to charging any credit card or depositing any check, etc.

Sincerely,

Beery Miller

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