

Wing-loading x suitability x pilot ability													
Pilot level + suitability	paraglider pilots (soaring / thermal flying / Hike&Fly)				Experienced pilots (Hike&Fly / speed flying)			Speedrider Pilots (speed flying / speed riding)			Speedrider advanced level (speed flying / speed riding)		
	I	II		III	IV		V	VI		pros only			
Take-off weight size [kg]	60	65	70	75	80	85	90	95	100	105	110	115	120
Hybrid Sport 15	4,0	4,3	4,7	5,0	5,3	5,7	6,0	6,3	6,7	7,0	7,3	7,7	8,0
Hybrid Sport 17	3,5	3,8	4,1	4,4	4,7	5,0	5,3	5,6	5,9	6,2	6,5	6,8	7,1
Hybrid Hike 19													
Hybrid 22													
Hybrid 24													
Hybrid 26													

level	brief description of pilot skill level required
I	<b>Up to 4kg/m2: Suitable for all paraglider pilots, including beginners</b> Flight behaviour is similar to a paraglider but it is easier to launch and land. Direct control travel. Normal flight speed. Very stable flight characteristics. Thermal flying and soaring quite possible with a little more wind.
II	<b>Up to 5kg/m2: For very good and talented EN 1-2 or freestyle pilots</b> Flight behaviour is more dynamic than with a paraglider. Glider dips considerably more in steep turns. Take-off distance is somewhat longer and landing is somewhat more difficult than with a paraglider, as there is less time for the landing sequence. Trim speed >40km/h, >50km/h with trimmers open. Landing speed slightly higher. Flight characteristics direct and dynamic. Still very good level of suitability for soaring and good for thermal flying. Also good for hike & fly.
III	<b>Up to 6kg/m2: For very good and talented 1-2 or freestyle pilots</b> Flight behaviour is very dynamic. Glider dips considerably in tight turns. Extended take-off distance compared to the paraglider. Landing requires technique and ability. Trim speed >45km/h, >55km/h with trimmers open. Suitable to only a limited extent for thermals and demands active flying style. Ideal for strong winds and coastal soaring, speed flying and speed riding or hike & fly in high alpine mountains with strong winds.
IV	<b>Up to 7kg/m2: Only for advanced pilots with experience in speed flying, speed riding or with small acro gliders</b> Very dynamic flight behaviour. Considerable loss of height in steep turns. Very demanding to launch and land. Recommended only for specific terrain. High trim speed >50km/h, >60km/h with trimmers open. Not suitable for thermal flying, hike & fly: soaring in strong winds only with considerable experience. Considerable speed riding experience is required. Ski-launch highly recommended!
V	<b>Up to 8kg/m2: Only for very experienced mini-wing pilots or advanced speed flyer or speed rider pilots</b> For experts only! Flight behaviour is demanding and agile and requires a high level of pilot experience. Extreme loss of height in steep turns. Very high trim speed. Very demanding to launch and land. Considerable speed riding experience is absolutely essential. Ski-launch highly recommended!
VI	<b>Above 8kg/m2: only for absolute professionals and generally not recommended</b> This wing loading is no longer suitable for foot launch! Use the Spitfire speed rider for speed riding!

# HYBRID SPORT

## Quick Guide



**Read before first flight! You must still read the manual and take instruction from an experienced instructor!**



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### **Before your first flight:**

- Do some groundhandling with your Hybrid, to get a feeling for the brake travel and the brake pressure. Long brake travel.
- Choose an easy location which you know very well. It should have an easy forgiving take off and an easy landing area.
- Make sure the glide ratio of the Hybrid is sufficient to fly safely at this location.
- Choose calm conditions for your first flight.
- When flying with a seatplate harness, shorten the chest strap as much as possible.

### **Before take off :**

- Spread out your Hybrid in a banana-shape. It can be too straight but it can never be too round.
- Make sure the trimmers are fully closed.
- Make sure the take off place is steep enough for the Hybrid.
- Do not try to take off with tailwind.

### **In flight:**

- Leave the trimmers closed for your first flights.
- NEVER stall or spin the Hybrid
- Do not provoke any collapses (neither frontal nor asymmetric)
- Do not do Big Ears or B-Stall

### **For landing :**

- Plan a big landing approach with a range of options. Avoid S-turns.
- Do not make sharp turns close to the ground.
- Make a long straight final approach.
- Wait to flare until 1m above the ground.
- Try to “swoop” your landing until all the speed diminishes, then touch down.
- Lean forward, you have to run.

### **After landing:**

- If you opened the trimmers in flight, close them now.
- Go for another flight, but don't get overconfident.

### **This should be common sense:**

- A Hybrid is not a speedglider, take a reserve parachute with you.
- An accelerated glider will always collapse faster than in normal flight.
- Never open the trimmers in turbulent air.
- The glider will fly a turn if the trimmers are not used symmetrically.
- Do not fly in rain. A Hybrid can also go into a parachutal stall.
- Land with full speed, avoid deep brake landing approaches.
- Do not land out of a turn.

### **What to do if...**

- you experience an asymmetric collapse: maintain your direction by counter-steering and weight-shifting, then start pumping up the collapsed side
- you experience a frontal: give quick symmetric brake input to help the glider reinflate
- you made a turn to low to the ground and you are about to touch down : start flaring immediately as much as possible

### **About the Material:**

- Always check the trimmers are firm
- You will lose control of the Hybrid if a main line breaks. Be careful with the lines, especially with skis