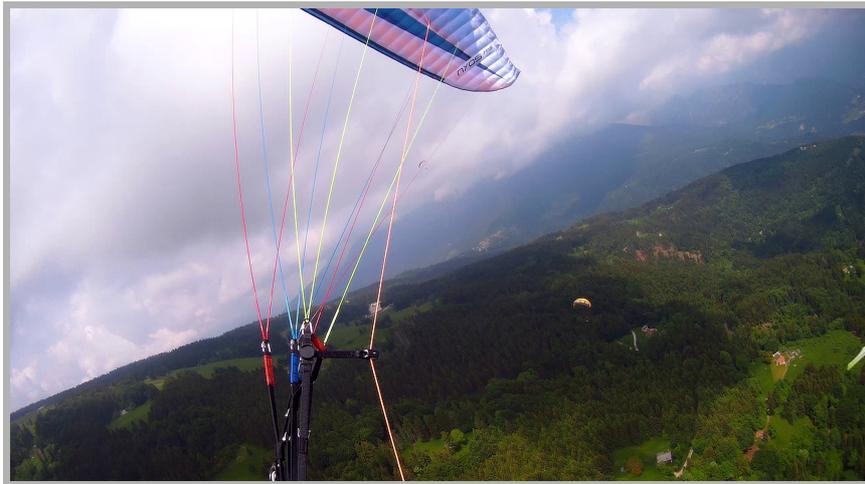


Swing NYOS RS - First Impressions by Andrea Parozzi!



Place of test: Monte Avena.

Air conditions: many clouds, cumulus mediocris in continue formation 200 m above take-off, moderate wind from west. Although the vario remained between -3 and +4 m/s there was quite a lot of turbulence, widespread throughout the whole area. Almost calm air in landing, with some bubbles.

Wing size: XL, takeoff weight slightly less than 130 Kg.

Harness: Woody Valley Voyager Plus

Construction and details:

Semi-light fabric, but with a robust and modern look. Aesthetically reminded me something of the latest Ozone wings. Bearings on speedbar pulleys, double speed.

Risers are small, but well finished and neat. Magnetic clips for the brakes.

Unsheathed lines only at the top, looking robust. Thicker than in other wings, even basic ones, but with a certain tendency to tangle up.

Observation 1: the paraglider, once extended, remains on the ground without fluttering.

Observation 1: the wingtips are rake-shaped, like some UP cross-country wings.

Take off:

The take-off area of Monte Avena is characteristic: it consists of a large gently sloping lawn and continues into a steeper slope.

Although the wind was weak, and I do not particularly like the reverse launch, the wing inflated smoothly, and remained very stable all along the run on the gently sloping lawn. I took off before arriving at the steeper part.

One test is not enough to define the character of a wing, even if, limited to this test, I can say to be well satisfied.

In the air:

Although the conditions were not particularly "strong", the turbulence was remarkable, and this allowed me to sound some of the aspects of the wing that mostly interested me.

The first thing I noticed is comfort: simply excellent.

The wing moved in the air like a single block, transmitting only useful information filtering very well the air bumps (which were many) without any stress for the pilot and with a very good route stability.

The NYOS RS requires some active piloting, but in a surprisingly "ergonomic" way. Nothing compared with the melee fight to which other paragliders, less advanced and in quieter conditions, have forced me.

Glide:

Pilots much more experienced than me have made comparisons with other advanced B, and have placed the NYOS RS in the high-end, among the 5 best. I had not the opportunity to make such a comparison, also because the air was anything but calm, but the feeling is that what is said by the other pilots is more than plausible.

One thing, however, I have observed: in moving air the wing does not have the tendency to run forward nor to stop: instead it glides smoothly without losing too much energy.

Speedbar:

Effective, with two speed steps.

I had some difficulties to test it deeply because of the wind.

Swing declares a speed range of 50-54 Km/h, and I think it is credible.

Big ears:

Stable and effective. -2.5 m/s measured without speedbar.

The only drawback is that the riser split is quite high, so it is necessary to stretch a little to grab the outer A. Nothing special, but to keep in mind when flying with closed harnesses.

Brake and turn behaviour:

The command is direct and effective. Due to the RAST, the brake behavior is different depending on whether you act suddenly or progressively.

In the first case, the RAST, holding the air between the ribs, causes the whole trailing edge to lower, keeping the profile with an almost parallel increase in lift and drag. The turn will therefore be narrow and flat.

If, on the other hand, the brake is pulled progressively, or held down for more than a few seconds, the behavior is traditional, with a drag increase much more pronounced than lift. The turn will therefore be less flat and will dissipate more energy.

Agility:

The NYOS RS is a wing more oriented to cross-country than free ride. Nonetheless, maneuverability is very good to excellent, and in no case I have felt the "dead weight" effect, that is to say the tendency of some wings to "launch" the pilot during some maneuvers.

I have observed however that the wing moves a lot on the vertical axis. It is not a problem, but it is an aspect not to be ignored when adjusting the pectoral lock of the harness.

Generally speaking, it is not a wing that "fly by itself", but rather seems designed to follow with safety and precision what the pilot commands to do.

Having to give a vote to the maneuverability, I would give a solid 8, which derives more from the effectiveness of the commands (which worth an abundant 9) than to the freedom of movement of the wing (which deserves a very decent 7.5).

Floatability:

The first version of NYOS, released in 2015, has been criticized for its heaviness in weak lift.

Pilots more experienced than me, who have flown this new version for many hours under different conditions seem to agree that Swing solved this problem.

In fact, the new NYOS RS has 2 more square meters in wing surface and a more refined profile.

During the test, the only place with weak conditions was just above the landing field, and I was able to stand-by in air for some minutes exploiting a couple of little bubbles that detached from a building.

In general, it is not a "feather in the wind", and perhaps the floatability in weak conditions is not the strongest point of this wing, but we cannot certainly speak of a weakness. In fact, the NYOS RS is doing better than other intermediate B's that have never been criticized on this aspect ...

Landing:

There are three things to remember when you land with the NYOS RS:

- it is a very efficient wing, and therefore it is easy to go long;
- its handling is quite energetic, and therefore it is better to moderate the brake;
- it has the RAST and, therefore, there is a considerable increase in lift if you pull the brake too suddenly.

About that last point, I suggest to start braking quite early, in order to deflate the RAST and put the brake in a position to generate maximum drag without increasing too much the lift during the flare.

I can add that the direct command and good agility gives a clear advantage in the management of the landing even in the presence of bubbles or wind, while the high comfort allow the pilot to stay focused more easily.

Conclusions:

The NYOS RS is a paraglider that combines excellent performance with the comfort of a cigar lounge armchair.

The high sense of solidity in turbulence transmits great confidence inspiring the desire to continue the flight, while the excellent performance and handling gives the possibility to do so without renouncing anything.

It is not a wing for beginners, but the very high level of comfort and safety makes it suitable even for very relaxed weekend-pilots. Indeed, it is an ideal choice for those are looking for excellent performance but do not want to face the typical harshness of high Bs.

I thank Maurizio Bottegal and Swing Italia for giving me the opportunity to test this wing and, of course, I cannot avoid to mention the good Vecchio Alfio for having put us in touch!