

PROGRESS

SAFETY IS THE
ESSENCE OF OUR
PROGRESS,
SO YOU CAN
BUILD YOUR SKILLS
SAFELY.

 **U-TURN MOTORS**

power of future

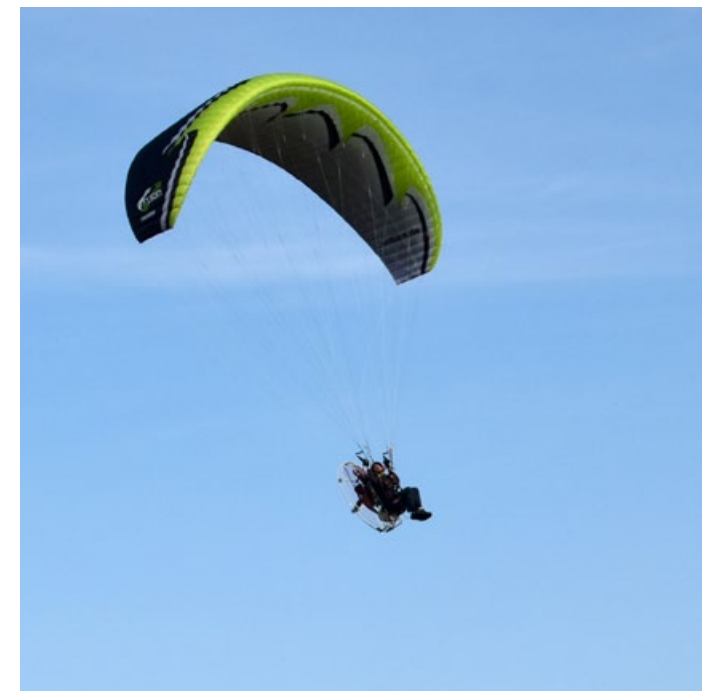

SAFEFUN





» The PROGRESS offers a new level of energy efficiency, which allows even ambitious pilots to accelerate their fun factor. «

GUILLAUME VALLANCE





PROGRESS

Let progress drive you

Electric mobility is the future of transport. The PROGRESS is the first glider designed for electric motors too. While when flying combustion engines efficiency is secondary, it is the key factor for performance, flying electric units. The PROGRESS is a versatile cruiser to acquire skills on reflex wings. With increasing speed the reflex effect enhances by modifying the profile. This gives PG pilots the perfect entry to the reflex technology. The PROGRESS offers a huge fun factor to ambitious pilots.

The easy handling of the PROGRESS shows already when inflating the wing. The wing comes up with only a little impulse, centers itself and raises above pilots head. The very good glide even on low speed makes the PROGRESS a super easy launching wing. This shortens the distance to being airborne to

a minimum. To make the more gear on a PPG takeoff handle easy we worked until we had the perfect launcher. Even on nil wind and dew-wet grass the wing comes up astonishingly easy. In flight the wing has a direct and precise handling and cuts through the air as if it was

The progress is the perfect choice for pilots who want acquire skills on a safe and performing reflex wing. The multipurpose semi reflex wing offers PG pilots a comfortable entrance in to paramotoring. The Progress is a Cruiser which has high efficiency what shows out particularly thermalling or soring a PPG.

on rails. The break pressure is comparably low. The PROGRESS has a Tip steering system known from competition wings to have an efficient way to change directions breaking only the wingtip. 2D steering modification kit comes with the wing.

Chief designer Ernst Strobl received a perfect balance between maximum performance and passive safety. Therefore he equipped the wing with the newest technological features. The only for the reflex profile of the PROGRESS calculated shark nose increases the even high stability even more in turbulent air and allows flying with a wide range of angels of attack. The PPN and 3D (3DS) shaping give the wing a perfect geometrical precision of the leading edge. The High Pressure Crossport Design (HPCD) evens out internal pressure differences. Miniribs (MRB) and the break gathering system (BGS) make a nice clean trailing edge. The line geometry bases on more attachment points than average so that the load spreads out more evenly across the wing. This to reach consistent wing geometry and less line loading to reduce line diameters too.

The riser has ball bearing pulleys in the speed system and has trimmers too. The optional tip steering toggle-stick easy stores in place on the risers with magnets. The PROGRESS has been designed in cooperation with paramotor professional Guillaume Vallance during the last 2 years. The former Paramania test pilot brought in all his experience from competition and training.

The lightweight canopy made from an intelligent material mix and the perfect manufacturing finish promises a long endurance of the PROGRESS. The wing is 100% made of premium fabric Skytex. Punctual reinforcements care for long lasting geometry precision.

The PROGRESS is the perfect choice for pilots who want acquire skills on a safe and performing reflex wing. The multipurpose semi reflex wing offers PG pilots a comfortable entrance in to paramotoring. The PROGRESS is a Cruiser which has high efficiency which shows out especially in thermalling or soring a PPG. The high performance profile allows a wide speed range that surprises even advanced pilots with a lot of fun.

The PROGRESS is available in 4 sizes: 22, 24, 26, 28.

More info: www.u-turn.de

PROGRESS



PARAMOTOR / INTERMEDIATE

22 / 24 / 26 / 28



	22	24	26	28
Recommended Start weight Empfohlenes Startgewicht	60-110 kg	70-125 kg	80-140 kg	95-160 kg
Flat area Fläche ausgelegt	22m ²	24m ²	26m ²	28m ²
Projected area Fläche projiziert	18,613m ²	20,305m ²	21,997m ²	23,689m ²
Flat wingspan Spannweite ausgelegt	10,9m	11,384m	11,849m	12,296m
Projected wingspan Spannweite projiziert	8,582m	8,963m	9,329m	9,681m
Flat AR Streckung ausgelegt	5,4	5,4	5,4	5,4
Projected AR Streckung projiziert	3,95	3,95	3,95	3,95
Chord: center / wingtip Flügeltefe: Mitte / Stabulo	2,476m / 0,715m	2,587m / 0,747m	2,692m / 0,778m	2,794m / 0,807m
V-trim ** V-Trim **	min = 22km/h ; Trim = 38-50 km/h	min = 22km/h ; Trim = 38-50 km/h	min = 22km/h ; Trim = 38-50 km/h	min = 22km/h ; Trim = 38-50 km/h
V-max ** V-Max. **	62 +/- 5 km/h	62 +/- 5 km/h	62 +/- 5 km/h	62 +/- 5 km/h
Sinkrate (m/s) Sink rate (m/s)	min = 1.1 +/- 0.2	min = 1.1 +/- 0.2	min = 1.1 +/- 0.2	min = 1.1 +/- 0.2
Bridle height Abstand Tragegurt-Kappe	5,91 m	6,44 m	6,77 m	7,08 m
Nr. of cells Zellenanzahl	51	51	51	51
Glider weight * Gewicht *	4,7 kg	5,0 kg	5,3 kg	5,7 kg
Bridle length Gesamt Leinenlänge	256,8m	268,8m	280,2m	291,3m
Line diameter Leinenduchmesser	0,65 / 0,7 / 1,2 / 1,3 / 1,65 / 2,0 mm	0,65 / 0,7 / 1,2 / 1,3 / 1,65 / 2,0 mm	0,65 / 0,7 / 1,2 / 1,3 / 1,65 / 2,0 mm	0,65 / 0,7 / 1,2 / 1,3 / 1,65 / 2,0 mm
Speed system / trimmer Fuß Beschleuniger / Trimmer	Yes / Yes Ja / Ja	Yes / Yes Ja / Ja	Yes / Yes Ja / Ja	Yes / Yes Ja / Ja
Certification Zulassung	DGAC DGAC	DGAC DGAC	DGAC DGAC	DGAC DGAC
Certification No. Zulassungsnummer	-	-	-	-



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